

BUILT TWO LAST

The magazine of the Land Rover Series 2 Club

£5.00

Summer 2015 Issue 114



LAS 857: 'Stumpy' - Electrics Explained - International Rally 2015 - Overdrive Revisited



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Happy 50th Birthday Petunia!

Rear cover: Courtesy of Mike Buss

Steve Britch - Editor

John Horne - Sub Editor

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Editor's Notebook

Hello everybody.

Welcome to

Issue 114 of Built

Two Last and what

may prove to be my last as Editor of this great magazine...

As you will read in this issue, or will no doubt be aware from the forum or other sources, big changes are afoot within the structure of the club. Amidst these changes, the production of the magazine is being put out to tender. This means that the Editor's job must be left open to the winning bidder, as decided by the Board. I will of course be putting in a bid to continue, as I really love both the job and the people, but it seems prudent for me to sign off in this issue, just in case... That being said, please permit me the indulgence of a few more Marshall Ambulances than usual in this issue, after a fantastic gathering of 7 at Heskin Steam Rally... one of the perks of being Editor!

Another big change is the decision of our acting Chairman, Alan Jones to resign. I (as I suspect most people were) was genuinely surprised by his decision to leave. Good luck from me Alan in your future endeavours, you will be much missed.

Finally I'd like to thank those Club members who have rallied around, working exceptionally hard to write or get the copy together for this issue, which has been quite a 'rush job' to get to press, the majority of the work being done in just 15 days... Also I'd like to thank the rest of the editorial team, who continually pick up the pieces of my editorial carelessness! I hope you'll be pleased with the results of all their hard work.

Now get on and enjoy our mag... Long may it continue. For my part, it's been an honour...

Steve



Important

Participation at any event or show is at your own risk. While the club is happy to draw attention to events which may be suitable, arrangements are made directly with the landowners or organisers. Even if the club forwards applications and passes information, we do not act as agents for the organisers. It is a condition of membership and participation at any event, that the vehicle owner, driver and all passengers are covered by third party insurance and that they agree to absolve and indemnify the club that no member or passenger will claim against any other participant in the event, organiser or landowner. We strongly advise you to check your insurance covers off-road driving and that it is in sound condition. You are reminded that statements and opinion expressed in this magazine and other publications, are not necessarily those of the club or committee. You are strongly advised to obtain independent verification of data, advice or methods before acting upon them. Particularly where safety, finance or legislation are concerned. The club, committee, directors and contributors are all amateurs and do not accept responsibility for any accident, injury or damage resulting from an error, or omission given in this magazine, other publications, by letter or word of mouth. You should not expect the standard of advice or service available from commercial or professional organisations.

Submissions

You can send any articles, photos, adverts or letters to the Editor's email address: editor@series2club.co.uk Alternatively, you can post everything to the Club's address: Series 2 Club Ltd. BM 7035, London, WC1N 3XX. Please make sure that any photos sent are in as high a resolution as possible and that all articles, letters and adverts are checked for spelling and grammar, where possible.

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News...

Invitation to tender for the post of Editor of “Built Two Last”

We invite notifications of interest from anyone wishing to apply for the above position. The 2015 AGM will see a new Board therefore it will be up to the new Board to decide how the role will be fulfilled, whether an honorarium is offered or a volunteer is requested to fill the role.

In early 2014 the following Job Description was written, this will give those of you interested in the role an insight into what it involves at present.

1. *Liaises with Club members, external bodies and other LR enthusiasts to source sufficient material for each issue of Built 2 Last*
2. *Edits the contents of the magazine to ensure its accuracy and suitability with the help of a team of proof-reading volunteers sourced from within the club*
3. *Ensures that the Club’s objectives are reflected in B2L and a good editorial standard is maintained*
4. *Ensures the club magazine is published four times a year and is distributed to all current members and selected bodies*
5. *Liaises closely with the magazine’s publisher to achieve the above*
6. *Tests the printing market from time to time to ensure the club gets value for money*

Please send all notifications of interest to chairman@series2club.co.uk or post to the Club PO Box address: Series 2 Club Ltd, BM 7035, London, WC1N 3XX

Stop Press: Club Spares News

Genuine hand brake and transfer lever gaiters (parts 338780 & 338871) for £30 including mainland UK postage (1 each of). Also available is: carburettor elbow, part number 554414 (NOS) at £35 including UK postage and packing. Additionally, the club has remanufactured ‘Cold Start’ cables for £35 plus postage and packing. The club has 5 sets of New Old Stock rear 109” leaf Springs, 8 leaves with the two helper leaves (10 in total). These are genuine. £300 a set including postage. We have a new, re-negotiated price on Series 2 wings of £120 plus postage and packing for the fronts and £185 plus postage and packing for the sides (per set). If you would like to make an order contact advertising@series2club.co.uk

Built Two Last gets its first ‘Rovering’ Reporter...

Getting a balanced view of the world of the Series 2 is quite tricky. One tends to get to know the people in your local area, with their own particular trials and struggles with Series 2 ownership, their particular vehicles being well known in the area. Transferring such knowledge to an international publication requires teamwork! As a result the club is looking to develop a team of reporters in different parts of the country.

Those members who have a liking for greenlane trips in Southern England will most likely have met one of our most enthusiastic members, Dylan Featherstone.

As you read Issue 114, you will see how hard Dylan has worked to pull together articles from his area for this edition. Well done Dylan!



Thames Valley’s Dylan Featherstone: Reaches the parts others can’t...

Director's Cut

Helen Lippitt, Hazel Smeeth, Sean Smeeth, Karin Quarrie & Avril Arbuckle

We find ourselves in a situation where looking forward is most certainly the way to go. There have been comings and goings over the past few months but looking to the future we feel things should get a lot better and certainly more stable.

AGM:

Due to an unusual set of circumstances based around differences of opinion, plus lack of effective communication across the Board which was not resolved; the original Board found it difficult to work together, at this point, a portion of the Directors made the decision to resign. This left a reduced Board of Directors who now feel the best way for the Club to move forward effectively is to start afresh. Lessons need to be learnt from the past to for this to happen. Therefore the current Board of Directors have decided to stand down at the AGM.

This may seem strange to some as we are all passionate about the Club; however we feel that a fresh start with new ideas and new blood will inject equal or more amounts of enthusiasm to enable the Club to move forward. Until the AGM, service will continue as normal so we deliver the Summer magazine in a timely manner and an AGM so that new Directors may be voted in.

What to do next is very simple – vote for who you would like to be on the Board of Directors from the candidates listed and the Bios you will find in the loose leaf pages of this magazine. All potential Directors have been asked to complete the Directors Form.

What pages I hear you ask? If you haven't received any separate pages then please contact secretary@series2club.co.uk and copy in chairman@series2club.co.uk so that we can email them to you.

You will find the Proxy Voting form in your copy of the Summer magazine which relates to the points being raised on the Agenda, if you cannot make this year's AGM then please, please complete and send your form to the PO Box address which has been specifically setup on a short term contract to ensure fairness so that your voice can be heard. Stuart (postie) has agreed to collect all post from here and transport unopened to the AGM. Proxy forms should be received at the Wellingborough PO Box no later than 48 hours before the AGM (8pm Tuesday 4th August). **Series 2 Club, PO Box 7720, WELLINGBOROUGH, NN8 9HE**

To Do List:

With the new set of Rules and Club structure from 2014, it had been flagged that some Rules will require altering, these will be completed by the new Board of Directors after this year's AGM, although we could have proposed updates for these Rules and sort approval at the AGM from the members, we feel it fairer to let the new Board decide what changes (if any) they would like to implement.

Editor:

The only change which has had to be made was more of a necessity than an option and that is to support our current Editor with an Honorarium payment made to the Editorial Team. After producing 2 extremely good magazines The Board felt that a stumbling block such as lack of funds on his behalf was something the Club could resolve to ensure the continuity of the quality of the magazine. After consideration of another quote we went with Steve.

There is an advert in this magazine should anybody wish to show their interest for the position of Editor. As the current Board

is caretaking the Club until the AGM, any decisions regarding the future Editorial process of the magazine will be made by the new Board.

Club Shop

What would you like to see in the Club Shop? More service parts for your vehicle? Or a greater variety of merchandise? What would you like on your Christmas List? The decision is yours, again you need to contact the new Board and shop@series2club.co.uk with your ideas of how the range can be expanded. Hopefully there should be a Members Survey in the Autumn/Winter 2015 Magazine, your feedback is needed please take the time to complete either online or in writing the survey. Don't forget the Club is run for the members and your comments are valuable.

Deadline for articles for Autumn Magazine 15th September 2015 Besides all the ups and downs, the Club is still here, and the Club will remain for the foreseeable future and we wish the new Board luck in their venture to move the Club forward strategically and competently into the new season.

Well, this is the old Board signing off, we would like to thank all those who have supported us over the months, we would also like to thank Steve for his hard work producing 2 magazines in such quick succession and doing a fabulous job for us. We will still be here in our other Club roles promoting the Club to the best of our abilities and wish all those past, present, and future Directors, Club Officers and Area Reps a happy and healthy year to come.

Helen Lippitt, Hazel Smeeth, Sean Smeeth, Karin Quarrie, Avril Arbuckle.

Letters...

I'm a member of the Series 2 Club and I am hoping that I might tap into the collective knowledge or memory of any Series 2 Club Members who live in the St. Helens Area in the NW.

Basically, my son Ed and I are restoring a One Ton lwb pick up. It has lost its identity over the years and although we have the chassis number we don't know its original registration number. We are about to put the vehicle back on the road and are very keen to find its original registration number and early history. It left the Land Rover factory in Jan 1972 and is a Series 3 (we are between Series 2s at the moment. We would have preferred a Series 2 One Ton, but this was the only One Ton we were able to buy).

Anyway, our One Ton, and an identical one, left the Land Rover Factory in Dec 71 / Jan 72 and went to a dealership in North Wales (Brookes Brothers at Rhyll) Thereafter, we believe they both

went to a customer in St Helens. Our vehicle has never been added to the DVLA computer system, but its identical sister vehicle has. The DVLA won't help us with the details of the vehicle which made it onto their computer, but have given us a few clues which lead us to believe the St Helens owner was a firm; the firm no longer exists; there is no trace of the firm on the Companies House computer system so it was not a limited company. The name of the firm gives no indication of the type of business or sector they were in. The One Ton is like a LWB on steroids. It has raised suspension, huge 900 tyres, stands about 4 inches taller than a normal Land Rover. It has a 6 cylinder petrol engine and heavy duty ENV axles. The two we are interested in were bronze green pick ups with khaki canvas tilts. We have been researching the history of our vehicle for the last 2 years. If you want to read all

the twists and turns we have discovered, we have kept a blog here: <http://oneton42a.blogspot.co.uk/> and we have an appeal for information here: <http://landrover26600041a.blogspot.co.uk/>

If anyone has any suggestions who might have owned these Land Rovers in St Helens in 1972, or can suggest anyone else we might ask, please, please, get in touch.

Many thanks

Les Waters

I will ask around to see what I can find out myself, there aren't many Land Rovers that get 'under the radar' in St. Helens these days, and two One Tons going to the same firm would certainly have been noticed! Perhaps someone here remembers them? Ed.

Why I renew my membership...

Dear Series 2 Club,

If I am being honest, my interest in Land Rovers, even Series 2, has somewhat waned over the last year or so. Pressures of work, buying a couple of other classic vehicles and generally other things happening in my life, have all meant that I just haven't really had the ability or inclination to devote much time to the club or my Series vehicles. I suspect this is normal for many of us, it can be hard to be enthusiastic about our hobbies and passions all the time – maybe it is something we just have to expect?

So what has sparked that interest again for me; what has made me keen to get back on with those pressing jobs on my 6 pot or put the work laptop down to attend a pub meet? Simple really, the members within the club, all the friends I have made

and all the great people helping to keep Series 2s alive and running for years to come. There cannot be many other marques which attract owners from such a broad spectrum of the population and yet despite this diversity we are all unified by one thing, our passion and enthusiasm for Series vehicles.

It was only really whilst sat round a fire (admittedly probably helped by the beer in my hand!) with 15 or so other members at a recent steam rally that it all dawned on me again. This is reason why I renew my membership, over the years I have made some fantastic friends through the club, in fact some of my best friends and what brought us together was the club and our Series vehicles. Without the club I wouldn't have met these people, I wouldn't be sat swapping yarns about this

and that or about our plans for next Series purchase and so there and then I remembered why I am a member of the club. Yes, the help and advice is first rate, yes the discount to buy parts or insurance helps but what makes me renew year after year, are all the members and the friends I have made, either from rallies, pub meets or forum discussions.

A week later my membership renewal email popped up in my inbox, timely perhaps but also an easy decision, I may be on my 10th year now (I think) but paying £21 again seemed like an absolute bargain. So thank you Series 2 Club, member 2077 has signed up again!

regards,

Jon Hayes

Overdrive Revisited...

'Odin'

Following my notes in the Winter 2014 mag about the Fairey Overdrive, Kevin organised a Sunday meet of Borders members in David's heated workshop near Ecclefechan. While Kevin and Dan took apart the front of an ambulance, Vena took comprehensive notes on the dismantling and reassembly of David's overdrive with enough detail to make another one from a pile of bits. I acquired half the contents of a second-hand spares box from my local supplier.

Below, I have expanded on the details of the assembly only, remembering that this time we are starting from scratch with lots of extra parts. The following tips should also help in the event of the unwanted flying about of parts during dismantling.

There are two sizes of thrust bearing. The smaller consists of a needle roller washer sandwiched between two thick washers. The larger consists of a needle roller washer sandwiched between two thinner washers, except for the first washer on the mainshaft, which is thicker and has an internal chamfer for over the radiused corner on the shaft. (I wonder if Rover could have made a similarly designed gearbox layshaft to help stop it shearing – I've broken two already in only forty five years of ownership). The thrust washers may have an unworn side to face the bearing.

The empty case I found had a somewhat bigger sump than the Fairey, and takes about 3 pints of oil, 4 times the original. There were apparently a few similar designs, so I won't hazard a guess as to its origins. It also has an oil level plug instead of a dipstick, and more cooling fins, but all the relevant dimensions are otherwise OK.

This seems obvious in retrospect, but it took me quite a while to realise that a synchro I had found with 4 detente springs instead of 3, has 32 teeth (4x8), instead of 33 (3x11). So the rings are incompatible as are different output shaft and input gear for the 4 spring type.

Kindly supplied with coffee and sausage butties by Lynn and Tom, it took us all day to finish up with a dozen handwritten sheets on 'how to' and 'how not to' do it.

A point I must add to my previous notes is that there doesn't seem to be enough room for any internal spacer for the seal inside the output shaft, so its position has to be carefully measured as I suggested.

One of the few spares you won't need a mortgage for is the detente spring kit, which contains (3 only) sliding blocks, springs and balls. To replace these you may find it easier to assemble the hubs with the inner, nose side up, protruding

by means of a 22mm thick wood block underneath the centre. Grease the springs and sliding blocks and put them in position, noting the curvature of the blocks. Ease the end of a spring out with a scribe point and push in a ball just far enough to hold. Do the same with the other 2 balls. Remove the wood block and tap the inner to centralise in the outer hub. For obvious reasons I did this on a heavy cloth inside a deep baking tray, a selection of which I keep for dismantled parts.

Press the big needle roller bearing in the front of the case. Previous use of a heat gun on the case may help. Follow with the big oil seal, lip inwards. Oil as you go, not too much or the layshaft won't go in.

Put a 25mm length needle roller bearing, 44mm spacer tube and second 25mm needle roller bearing inside the lay gear. Don't put the O ring seal on the layshaft yet. With rear of case on top, put assembled laygear in position, big cog at front, large thrust bearing underneath laygear at front of case, and large thrust bearing on top at rear of case. Use a tapered 25mm bar to align layshaft and bearings (better than the 15mm I said last time). Replace this with the layshaft to check endfloat is 2 to 4 thou. Remove layshaft to insert shims if required, and replace with approx. 10mm bar or large screwdriver to move laygear sideways in case. I found a wooden wedge an improvement on a rag to hold it in place. Now you can put the O ring in the layshaft groove ready for insertion later. This one is about 24mm internal diameter and 3.5mm thick.

Put the output shaft through the oil seal into the big needle roller until the inner gear aligns with the laygear. Tape 2 strips of wood approx. 55mm x 15mm x 6mm to the outside of the output shaft to help retain it in position.

Lay the case in its horizontal working position, preferably in the vice, front forward. Put the large thick thrust bearing washer, chamfer first onto the shaft as just mentioned, with large needle roller washer plus a thinner washer. Put the mainshaft in the output shaft at this point to measure the depth after full insertion. It should be about 30mm. Remove it again with all 3 parts of thrust bearing. Measure the distance between the outer thin thrust bearing washer and the centre of the machined shaft circumference to ascertain the depth of the seal which can now be carefully positioned lip inwards inside the output shaft. If total depth of output shaft is 108mm, and thrust bearing to seal centre is 38mm then depth of oil seal should be 70mm. If the

geared end of the mainshaft is used to push it in, note that the wide part without bearing is 72mm long, so stop when 2mm of wide shaft protrudes. Disclaimer – check these calculations yourself.

With the thrust washer on the mainshaft add 25mm length needle roller, 31mm spacer tube, 25mm needle roller. With oil on the inner seal put the assembled mainshaft into the output shaft. Reverse the case, rear to front to add a large thrust bearing for the synchro, synchro ring, synchro hub complete, nose at rear. If the laygear won't move aside enough the mainshaft can be carefully withdrawn and the synchro positioned via the top access.

At this point the box should be laid front down with something to hold the mainshaft hard inside the output shaft. This could be a piece of 40mm scaffold tube put in the vice with 55mm protruding. I also found an old handbrake flange could be used laid on the bench with a piece of rag for the extra few mm push. Then even more ideally I cut a 40mm scaffold tube foot to 55mm long.

Realign the laygear with the tapered bar and carefully insert the layshaft without internal damage. Next add thick narrow washer for synchro nose, small needle roller 15.5mm length on 17mm inner sleeve followed by small thrust bearing. Press the large ball bearing onto the input gear and add the large circlip. Ensuring correct position of the second synchro ring press the bearing into the case. Note it goes below the case end by about 5mm.

The mainshaft now requires a 12mm spacer tube followed by a 20mm needle roller bearing and another 12mm spacer tube. To measure the initial end float fit a final three piece small thrust washer. The thick circlip can be added as the wood spacers on the output shaft are removed. Check for 2 to 4 thou play behind the thrust washer and adjust here with the very expensive shim washers. Put the thick circlip back on, followed by the collar which is a dished washer to fit over it, and a second circlip which is thinner. I found 2 standard ones would fit in the wider groove if required. The kit of 5 (RTC 7172), which includes the rings for the clutch sleeve bearing also supplied with this bearing, come to about £25 delivered, as does a pack of 4 main and 4 layshaft shims. I covered the selectors and other minor points last time, so I hope I've covered every possible snag – some hope. After I wrote that, the first test drive had the overdrive OK but standard drive jumping out. So ensure the selector fork centralises the synchro before replacing the top panel.

New Members

A big welcome to the newest members of the Series 2 Club

#	Name	Location	#	Name	Location
2306	Mr. s. Phillips	Glasgow	4955	Mr. & Mrs. H. Cannon	Berkshire
2851	Mr. C. Morrill	Buckinghamshire	4956	Mr. & Mrs. J. Howl	Shropshire
2861	Mr. K. Pearse	Kent	4957	Mr. & Mrs. A. Horton	West Midlands
3041	Mr. A. Cusack	South Yorkshire	4958	Mr. P. Barwick	Dorset
3149	R. Waite & D. Welebit	U.S.A.	4959	Mrs. & Mr. L. Bardsley	Staffordshire
3725	Mr. & Mrs. J. Cowie	Essex	4960	Mr. L. Kyte	Cornwall
4920	Mr. & Mrs. M. Johnson	Aberdeenshire	4961	Mr. & Mrs. L. Cooper	Hampshire
4921	R. Waring & C. Adamson	Cumbria	4962	Mr. & Mrs. S. Nightingale	Norfolk
4922	Mr. & Mrs. A. Lancelles	Hampshire	4963	Mr. D. Ogden	Berkshire
4923	B. Rypma & M. Kamau	The Netherlands	4964	Mr. J. Marley	Bristol
4924	Mr. I. Watson	East Yorkshire	4965	Mr. S. Tucker	Cornwall
4925	Mr. V. Barwick	Nottinghamshire	4966	Mr. P. Mullins	Hampshire
4926	G. Ralph & K. Jarvis	Norfolk	4967	W. Kerr & E. Lorenz	Pembrokeshire
4927	Mr. A. Ingledew	Angus	4968	Mr. & Mrs. M. Williams	Oxfordshire
4928	S. Male & T. Davies	Hampshire	4969	Mr. N. Gifkins	Hertfordshire
4929	C. Storrar & E. Rebouillat	Surrey	4970	Mr. J. Grisley	Wiltshire
4930	Mr. A. Wakley	Camarthenshire	4971	Mr. & Mrs. C. Rockcliffe	Kent
4931	Messers. J. & R. Hughes	Clwyd	4972	Mr. S. Supple	Suffolk
4932	Mr. & Mrs. R. Bourne	Berkshire	4973	Mr. & Mrs. J. Hanson	South Yorkshire
4933	Messers. K. & G. A'Lee	Cornwall	4974	Mr. S. Morgan	Cheshire
4934	Messres. L. & D. Tomlin	Devon	4975	Mr. G. Patterson	Berkshire
4935	Mr. & Mrs. P. A. Griffiths	Surrey	4976	Mr. A. Kirk	Bedfordshire
4936	Mr. & Mrs. J. Marshall	Tyne & Wear	4977	A. Covell & S. Forster	Norfolk
4937	Mr. R. Pearce	Hampshire	4978	Mr. A. Maynard	Nottinghamshire
4938	Messrs. A. & M. Wilkinson	Lancashire	4979	Mr. A. Stirling	Argyll
4939	Mr. P. Wilson	Kent	4980	M. Bevis & E. Deakin	Lincolnshire
4940	Mr. A. H. Moon	Kent	4981	Mr. R. Riddington	West Sussex
4941	S. Henn & I. Dicker	Cornwall	4982	Mr. J. Lucas	Northamptonshire
4942	Mr. & Mrs. D. Skinner	Norfolk	4983	Mr. I. Wells	West Midlands
4943	Mr. A. Ward	Oxfordshire	4984	Mr. P. Greer	Co. Down
4944	Mr. P. Spilman	Wiltshire	4985	Mr. M. Cartwright	Lincolnshire
4945	Mr. D. Peel	West Yorkshire	4986	T. Burrows & S. Gowen	West Yorkshire
4946	Messers. C. & A. Walker	Durham	4987	T. Mills & J. Skilbeck	North Yorkshire
4947	Mr. C. Berry	Suffolk	4988	Messers. P. & S. Peacock	West Yorkshire
4948	Mr. S. Hopson	Devon	4989	Mr. & Mrs. A. Hugill	Derbyshire
4949	Mr. M. Marshall-Hollingsworth	Bedfordshire	4990	Mr. K. McDonagh	Durham
4950	Mr. M. Simmons	West Glamorganshire	4991	Mr. & Mrs. R. McLean	North Yorkshire
4951	Mr. S. Swallow	Devon	4992	N. Branch & S. Makower	West Yorkshire
4952	Mr. & Mrs. S. Wood	Dorset	4993	Mr. & Mrs. M. Price	Gloucestershire
4953	Mr. A. Price	Essex	4994	Mr. B. Collins	London
4954	Mr. T. Thompson	East Sussex	4995	Messers. D. & G. Downs	Kent

Annual General Meeting of the Series 2 Club Ltd.

August 7th 2014, 8:00pm, at Hatton Country World, Warwick, CV35 8XA

Minutes:

1. Apologies for absence from David Dutton & Caroline Keavy were received.
2. The minutes of the 2013 Annual General Meeting of the Company were approved.
3. There were no matters arising from those minutes.
4. The accounts were received. Vaughan Hartridge, our treasurer was thanked, and is now retiring. There was a presentation in recognition of his services to the club. Vaughan then thanked the club.
5. Messrs James Stewart and Company Chartered Accountants, were appointed as accountants of the Company and the Directors were authorised to fix their remuneration.
6. The document detailing the Club's Officer Reports for the past year was received.
7. Vote on new resolution/rule changes.

7.1 Adoption of a new set of Club Rules.

These are to replace the current rule set and their purpose is to create a Management Board of Directors who will take on the role and duties of the present committee structure. It is felt that the current committee structure is too "unwieldy" with 30+ members. Current committee members are club officers, many of whom are quite happy just operating their office. A reduced number sitting as a board of Directors should streamline the decision making processes and be able to better react to the memberships' needs. Any member of the club can stand for election as Director. Other changes protect our logos and brand, introduce a Code of Behaviour, a complaints procedure, define possible membership categories, outline our privacy policy and set out the AGM and nominations for standing for office. All either missing or lacking under the old rules.

Ondrej Pavelka queried the changes as he wanted to confirm his understanding that the reduced board of directors replaces the committee, which it does.

Jon Hayes stated that apart from the changes in the committee, these rule changes are a tidying up and clarification of the club rules to make things simpler for everyone.

The changes were voted on and carried. There were 22 proxy votes for this and 1 proxy vote against.

As these changes were approved, the new rules applied immediately and we moved to item 8 on the agenda.

7.2 Adopting the new set of club rules BUT keeping the function of the present committee.

This was not voted on, as above, however for the record there were 13 proxy votes for and 8 proxy votes against.

8. Directors, Club Officers and Area Organisers were appointed.

8.1. Company Directors

The following sought re-election:

Helen Lippitt retired as a director, and sought re-election.

Sean Smeeth retired as a director, and sought re-election.

They were voted on en bloc, and the vote was a unanimous yes.

The following sought election as Director:

The following people indicated that they formally applied to become directors of the Series 2 Club Ltd, and stood for appointment. We were asked if happy to vote en bloc, this option was declined so each vote was individual.

Stuart Abram – the vote was an unanimous yes.

Avril Arbuckle – the vote was an unanimous yes.

Dan Clements – the vote was a yes with 5 abstentions 1 no vote and 1 proxy no vote.

Christopher Gregson – the vote was a yes with 2 abstentions and 1 proxy no vote.

Gene Maxwell – the vote was a yes with 1 abstention.

Karin Quarrie – the vote was a yes with 1 abstention.

Hazel Smeeth – the vote was an unanimous yes.

8.2 Club Officers

The following Club Officers have resigned through the course of the year or announced their intention to stand down at this AGM:-

Vaughan Hartridge, Treasurer

Dominic Pudney, Shop Manager

Alex Thorpe, Technical Officer

They were formally thanked for their work for the club

The following Club Officers sought re-election:-

At this point Dennis Bourne queried the new rules asking if the secretary is elected from the board of directors. The board would elect to have an administrator, but as Hazel Smeeth is now a director we do not need two separate secretaries. Andrew Turford raised whether the company secretary is same person as the club secretary – Roger Horne is currently the company secretary. Jon Hayes clarified that have always been two roles but have in the past been held by one person.

Under the new rules the directors are to vote on the election of the club secretary:

Hazel Smeeth, was voted in as club Secretary and all directors present voted yes.

Ondrej Palvelka queried whether this procedure applied to other board position – only the chairman and secretary are to be elected by directors, and the remainder of the positions were voted on by the membership, as follows:

Dave Snape, Membership - the result was an unanimous yes
Stuart Abram, Postal Secretary - the result was an unanimous yes
Dan Clements, Advertising Manager - the result was a yes with 2 abstentions
David Dutton, Vehicle Registrations Officer - the result was an unanimous yes
Frank Dunhill, Shows Officer - the result was an unanimous yes
Alan Jones, Webmaster - the result was an unanimous yes

The following Club Officers were co-opted through the course of the year and their positions were to be confirmed at this AGM:-

David Hallen, Magazine Editor. As David is now resigning, this was not voted on.

The following stood for election as:-

Treasurer, Simon Barden - the result was a unanimous yes
Shop Manager, Stuart Abram - the result was a unanimous yes

8.3 Area Organisers

The following Club Officers either resigned through the course of the year or announced their intention to stand down at this AGM:-

Alan Spolton, Cymru (South Wales)
Bob Sutton, Essex
Paul Mercer, Thames Valley
They were formally thanked for their work for the club

The following Area Organisers sought re-election:-

(Len Smyth, Australia & New Zealand, the result was a unanimous yes., this was voted separately as he was attending.
Andrew Carlisle, Ireland
James Williams, New Forest & Solent
Andy Parker, West Midlands
Gordon Lowe, Yorkshire
Alistair Yule, Scotland North
Gene Maxwell, Scotland South
They were voted en bloc and the result was a unanimous yes.

The following Area Organisers were co-opted through the course of the year and their appointments were confirmed at this AGM:-

Simon Bigwood, North West
Bernie Morris, North Wales & Shropshire
Roger Marriage, The Marches (ex Severn Valley)
They were voted en bloc and the result was a unanimous yes.

Area Organisers - The following stood for election

Julie and Ben Stock, Anglia - the result was a unanimous yes.

Area Organisers - the following areas are vacant - no applications were received.

East Midlands
Essex
Central Shires
North East – This has been reabsorbed into Borders - Kevin Wood has volunteered to cover this area.

9 There was a short presentation giving information about the 2015 International Rally and AGM.
This is to be held at Fakenham, Norfolk on 7th-9th August 2015.

10 A.O.B.

We discussed the modernisation of the proxy vote and simplifying the form for a postal vote. This is a decision to be taken by the board, however anything that simplifies the process and increases feedback is a good thing.
The possibility of paying for renewals by standing orders or direct debit was raised – this is something that the board are looking into at the moment.
We were reminded to use S2C in the subject line when emailing any club officers to prevent emails being rejected as spam.
Members were asked if they feel that they receive sufficient information from the club? There is regular contact via emails, website, forum, and facebook. Brian Poggenpole raised that there is confusion as the facebook page is not official. This is difficult as all content belongs to facebook, and it is also difficult to police however Jon Hayes suggested that the board of directors should look into this. Karin Quarrie pointed out that admin can remove posts as admin to control the page. We may need a Facebook manager as the time and effort involved in managing the page increases.
Following on from this, Jon Hayes appealed to members to come forward and help in any capacity they feel that they have the appropriate skills.
Vaughan Hartridge thanked Alan Jones for stepping into the Chairman's role and for running the forum, and for all time and effort the committee have spent on preparing the new rules and the new board set up.

Alan Jones thanked members for attending, and the meeting closed at 21.22 hours.

Coventry Fleet Update – The 1958 Heritage Fleet!

Paul Bohan



VYR 885: Diesel Chassis Number 4...

Hello, it has been a while since my last update, I have had a few new arrivals! The first and most important one being my little son Joel, arriving last spring! I am now a proud dad! Obviously that changes things, but I still manage time out in the garage as when it arises!

On the Land Rover front, I have acquired two very early 58 S2's. More on them later.

My current on-going project, YAC, my 1958 109" (No: 21) restoration, attended the NEC classic car show in November last year, as the rolling chassis display vehicle. Not a lot has happened since then but I am about to kick it off again as it really needs finishing, most of the big spend is complete on this now. I am just looking at getting the engine's ancillaries refurbished to get the engine running. It is mainly the bodywork however that will now take up the time through the summer, most of the front end has had its first coat, this needs flattening back, a bit more prep, and then it is ready for top coat paint. The rear tub will be started shortly, this is a big task with it being a 109, the sides don't look too bad but as I have found with the front end, once stripped, primed and 1st coated, lots of dings and dents become visible and need plenty of fettling. Not mention all the extra galvanised runners in the back, locker lids, spare wheel set up etc.

Moving onto my newly acquired 1958 projects



Reduced to flatpack: VYR 885 in Coventry...

– First is Diesel No: 4, VYR 885 (1468 00004), this was previously owned by James Williams (Phoen1x_uk) and is well known in the club, the discovery and rescue being featured in B2L a few years back, it arrived in Coventry in November 2013 in kit form. James had stripped it down ready for restoration, which was as far as he got with it, it is still stripped and stored, now at mine. I am gradually gathering the parts it will need for its restoration. The bodywork is well battered, I don't think there is a straight panel on it! So this will need an awful lot of time and work. Structurally it is not so bad, the chassis is certainly saveable, 'nitemare' Pete has had a quick look at it and he is happy to take it on. The bulkhead needs some major work and may be too far gone but I will inspect to greater detail when I can and make a decision on it. Mechanically it will need a standard full recondition. This is the next major project to be started, that will be next year all being well.

So getting No: 4 I thought, well I won't get an earlier S2 than that, mission complete....

But in February 2015, I received a tip off from a friend (thanks Tomster) that S2 chassis number 1 was now for sale, this vehicle we knew of since 2011 but we also knew the owner did not want sell as it had been in his family for so long and wanted to eventually restore it, it had been sat opposite his country house beside a field since 1988! I won't go into too much detail yet as I will do an article on



Numerically the first: YAC 379 - Chassis No 00001...

it in the next B2L. Long story short, I have bought it. Numerically it is the first S2, chassis number 1418 00001. Just as good for me is its registration, YAC 379, I already have YAC 378 (The 1958 109" above), so I now have a consecutive pair! (both of them being factory registered). I will be taking chassis number 1 to Dunsfold on a trailer. Thanks are in order to Andy Parker (sparkyzm) who trailered it back from Loxley for me and will also be taking it too Dunsfold and back.

My main goal is to have all 3 at a S2 60th show in 2018, YAC and diesel No: 4 restored, and chassis No: 1 'as is', but back to its original soft top spec.



YAC 378 at the NEC...

5081 UR 'Ursula': The Story Continues...

Ondrej Pavelka



As we all know, our Land Rovers don't like things to be planned. They have their own wicked minds! I thought my next job would be the wiring loom but Ursula had prepared more surprises for me.

As the remanufactured engine covered its first 1000 miles, I had to re-set the tappet clearances but to my unpleasant surprise after resetting the gaps to 1/16 thou the knocking sound came back and no matter what I did it remained there. After a bit of head scratching and consulting the club online forums I discovered the source of the tapping sound. It was the rockers hitting the aluminum rocker cover. As part of the engine rebuild, the cylinder head was skimmed to increase the compression ratio from the original 7:1 to 8:1. When doing this, it is recommended that you change the pushrods for later, shorter versions because otherwise the adjusters protrude too much, hitting the aluminum cover. Following a short call to the engine remanufacturer, a new set of later push rods

arrived in the post and have been sitting on the shelf since. I have used, as a temporary measure, a second rocker cover gasket to improve the clearance issue and haven't fitted the correct pushrods yet. One more for the TO DO list!

"I thought my next job would be the wiring loom but Ursula had prepared more surprises for me"

Things went relatively well for a while, until one day the engine started hunting really badly. I stopped, turned off the ignition but the engine kept running for a good few seconds. After a short investigation the cause of the problem was broken choke cable which had allowed the choke lever on the carburettor to rattle itself loose and as a result cake the engine innards in soot.

At the time it didn't immediately strike me that it takes not just carbon deposits, but also a lot of heat for the engine to run on. A couple of days later, on one of the first warm and sunny days of this year, I gave my friend lift to the airport. On the way we noticed very distinct smell of burning oil. Not a good sign! I pulled over to check that the choke hadn't worked itself loose again but all was well in that respect. The engine bay was radiating lot of heat and there was smoke coming out of the engine breather. Luckily for me the engine remanufacturer had used thermal sensitive warranty stickers, placing them on the head and in a few places on the engine block. It allowed me to see that the engine was running at 110 degrees, which was still a reasonably safe temperature to operate at. It was however a lot higher than it should be but I decided I'd give it a try with help of the Smiths heater and open windows. Taking it nice and slowly I



Old and new: Thermostats compared...

managed to get my friend safely to the airport in time for his flight. Fortunately on the way back Ursula changed her mind and she was running just fine, I could even turn the heater off.

I removed the thermostat to keep me running and since it was day before Garden Of England pub meet, I cried for help. Knowing that they were no-longer available, did somebody happen to have the "old style thermostat?" Instead of a new thermostat upon my arrival at the pub meet Richard surprised me by bringing the later thermostat housing to allow me to use the later type thermostat. Thank you again! I have set one Saturday aside to sort this issue out properly, along with sorting the blowing manifold gasket.

The proceeding Friday, I went to see a gig in my local pub. If you tell somebody you'll be doing some gardening tomorrow, it rarely follows that they will say: "Do you need a hand, Mate?" With a Series 2 it is very different story however. My mate Graham and I changed the thermostat housing and manifold gaskets. While we were at it, as I was really not happy with the way exhaust down pipe keeps getting loose despite of me using double nuts and spring washers, we also put brand new stainless steel exhaust system on.

Changing the exhaust was, to date, the biggest surprise by far. The old system wasn't properly mounted and the previous owner, probably in an attempt to gain 0.5" extra ground clearance did not use the rubber element, bolting it directly to the chassis. Doing this properly has resulted in whisper quiet motor. I can now have a conversation at 50mph and the downpipe is no longer coming loose. Vibration has been greatly reduced and all the air leaks are gone. The engine idles so much more smoothly now. If I knew how much difference a properly fitted exhaust could make, I would have fixed it earlier!

Another surprise Ursula had in store for me occurred on the green lane day organized by our club area. I've never had a problem with performance of my handbrake but this time when I needed to stop on very steep incline I noticed the vehicle was slowly creeping backwards and within another few miles my handbrake was as good as not working at all.

Upon closer inspection I noticed few things: the return spring had broken and there is a gear oil dripping from the hand brake drum. Off came the prop shaft and brake drum to reveal an oily sight!

I removed all the components, washing them thoroughly



Handbrake reassembled, ready for the output flange...



Oily handbrake: Not ideal for greenlanes...



Speedi-Sleeve to the rescue...

in red diesel, with the exception of the brake shoes which I wasn't planning on reusing. I inspected the surface of gearbox output flange to find a slight groove. In all likelihood it would have been just fine to reuse but I decided for peace of mind to use a speedi-sleeve. I cleaned the adjuster and expander, reassembling them with red rubber grease. Next, the shoes went back on. I found it rather difficult to fit the new seal in situ into the gearbox speedo housing, until I found the right socket to help me drive it down. Next, the refurbished handbrake and output flange were replaced, the output flange nut being torqued to 85lbft. All that remained was to put the drum and prop back on, adjust up the brake and the job was done!

I'll finish this article with the same sentence as I did the last one, maybe this time it will work out for me: "The next project for me will be re-wiring the vehicle and the last major component for overhaul will be the gearbox".

To be continued...

'Trails & Rails' 2015...

Bernie Morris

New for this year was an event which is a most definitely worth putting in your diary for next year. How can I describe it? Well it's one of those things to be crossed off your bucket list for being a fantastic location. The camping field is at the foot of the Abergynolwyn station looking at Cader Idris mountain. The field is very lush but has basic facilities. The event was in celebration of 150 years of the Tal y Llyn Railway that runs from Nant Gwernol to Tywyn it used to carry slate from the Bryn Eglwys quarry. Our thanks go to Chris Johnson who put this event together with help from his like minded enthusiasts Adam Rickett, and Steve Thorpe who are also volunteers at the railway.

We arrived Friday night in the mist and rain, friendly faces greeted us with a nice campfire in the middle of the field. This is also a good sign as it is common ground and brings people together. There was also a big pile of wood in the corner of the field-stacked ready to keep it going all weekend.

Saturday arrived and the weather was glorious, some people went off to Aberdyfi Green Lane Nant Y Moch and around Happy Valley. While others had the opportunity to take a train ride at discounted fares into Tywyn enjoying the stunning countryside along the way. In the evening Chris had organised a little diesel train shunter and a couple of carriages to take us to Tywyn station for a barbecue. When we arrived



we were greeted by the smell of burgers and sausage cooking, ready for us to eat. The café has a bar which is open on a Saturday night for the railway volunteers to use and we were invited to join them. At 11pm last orders were called and it was back on the train for the trip home.

Sunday saw a lineup of Land Rovers of all ages ready for the scenic drive. We all followed Steve through the back lanes of Abergynolwyn, which brought us to a metal Road, which took us up, through the mist, which turned into a green lane. As we followed it and became lower than the cloud, Barmouth appeared through the mist we looked down onto the estuary and the sun lit up the sea and sand. From here we wound our way down the mountain and ended up in Fairbourne. There the miniature railway was running little trains, one fitted with a 300 tdi engine! After lunch the green lane continued but we choose to go onto Tywyn.

Monday morn Chris had organized for people to have a look around the engine sheds. We choose to walk up to the station for a full breakfast.

Next year's show is already being planned so remember to put this in your diary.

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Registering a Series 2...

Andrew Blades

I bought my ex army Land Rover in 2012. It was largely complete but would need welding and a few parts replacing before it was ready for the road. However there was another issue that stood in the way of my dream of happy Series 2 motoring. Written in marker pen on the windscreen was the legend 'No Reg'. This was the dealer's way of saying that they had no record of its military registration number. More importantly though, my vehicle had never had a civilian registration so I would need to get one before I could use it on the road.

I sent off to Gaydon for the Heritage Certificate. This came back and very nice it looked too. It told me the date the car was built, its colour, the date it left Solihull and where it was sent to. The section on engine number was blank as was any information on fitted optional extras. I understand that in the past the DVLA has

"I knew that a good place to start is with the owners club..."

accepted these as proof of age but that this is no longer the case. This seems to be down to people trying to use the IDs of series 2s on coil sprung vehicles in order to get the free tax. To try and cut down on this the DVLA now check applications more thoroughly. It looked like I would need some help to get through the potential bureaucratic minefield so I looked for an expert.

From previous experience with classic cars I knew that a good place to start is with the owners club. The membership fee really is quite good value for money when you consider all the assistance and advice you can get from a good club – plus of course the magazine is an interesting read!



I spoke to Karin Quarrie at the Ripley Castle show and within minutes was a paid up member. I was told that within the club the person I needed to talk to was Dave Dutton, the Vehicle

Registration Officer. I dropped him an email stating where I was up to. I'd recommend you do this as soon as possible when considering a restoration so you can see what he recommends. Do not just strip the vehicle down to a pile of parts and then start replacing or exchanging components as this may make confirming the date of production more difficult. Once Dave has given the 'all clear' and advised you on the process, remember to take photos of everything you do as you go. These can be used to document work and show exactly what you've done. You need to convince the DVLA that what you are presenting is a complete vehicle which has

had some repairs – not a pile of parts assembled into a complete vehicle.

I was quite lucky with my Land Rover. The chassis had been heavily undersealed and was in pretty good condition needing a few small repairs. The bulkhead needed a little more but still didn't need replacing. Other than that it was mainly a matter of replacing the various parts that had gone missing whilst it was in storage.

I had sent Dave a form with details and photos of the vehicle and kept him informed of progress. Once an MOT started looking like a possibility he arranged for one of his team of local inspectors to pay me a visit. Due to my Land Rover being an ambulance, Dean Groves was asked to pop down and report back on it to Dave. I had already spoken to Dean, a fellow ambulance owner, via Facebook and at North West pub meetings. His advice on various aspects of the restoration proved invaluable. Once again this proves the value of club membership as it puts you in touch with people who



have already done what you are trying to do. On inspection day he arrived accompanied by B2L's Steve Britch and after they had sorted my worn half shaft out they got down to working out the age of the Land Rover. This started with locating the serial numbers for major components such as engine, gearbox, chassis and axles. After this they moved on to glass, wiper motors and carburettor. All of these have build dates stamped into them and this goes to prove the need to keep these components until after the vehicle has been registered. My

car had come with only one non-working wiper motor which I had exchanged for a refurbished pair. On reflection I should have held onto it in case it was needed for dating. As it turns out there were enough other components that this slip up was not a major issue.

Dean sent off the paperwork he completed at the inspection to Dave and a week or so later I received a dating letter confirming that my car was what it claimed to be – a 1965 Land Rover – and that the club supported my application for an age related number. Dave had also enclosed

the fiendishly complicated looking DVLA form with the relevant sections already filled in. I merely needed to fill in my personal details and enclose the MOT and Insurance certificates along with a cheque to pay the £55 registration fee.

You used to be able to go to your local DVLA office, get them to check the form and send it off from there. Since they closed a few years back this facility no longer exists. Paperwork is posted off to Swansea and then fingers are crossed that all will be well. They may occasionally ask to inspect the vehicle themselves but in my case, just over a week after I had posted it, I received my registration documents through the post. This was particularly impressive as there had been a bank holiday which I thought might have held things up. With the form in hand and driving licence to prove my ID, I was now able to go down to my local car spares shop and order my number plates.

I'd like to thank Dave, Dean, Steve and all the other club members for help during both the restoration and registration of my Land Rover.



Heskin Steam Rally 2015...

Photographs by Mike Buss & Andrew Blades...



Series Two Club 30th Anniversary...

Paolo Turinetti

MEETING
Series 2 Club - UK



SERIES TWO CLUB 30TH ANNIVERSARY

testo e foto Paolo Turinetti

La tematica celebrativa di agosto 2014 ha visto una serie di iniziative di equipaggiamento nei grandi spazi del Hatton Country World nei pressi di Warwick per festeggiare il trentesimo anniversario del club dedicato ai possessori e agli appassionati della Land Rover Series Two.

Dopo il passaggio nella zona l'occasione è stata sfruttata ed annunciata per andare a dare un'occhiata in concomitanza con le vacanze estive l'evento è stato

In un week end lungo ben quattro giorni che ha dato modo di partecipare ai vari eventi, alla visita del museo dell'Heritage a Gaydon. Nei tre giorni successivi ci sono stati momenti per foto, con giochi per i bambini, il supercross allestito al centro dell'area per i membri "Full & donk", l'assemblea generale annuale, percorsi e roadbook, possibilità di arrivare ad un vero festival grazie possessori con tra l'altro è presente un fuoristrada

50 LAND ITALIA magazine



il fuoristrada con pneumatici "easy" che hanno permesso a chi ha voluto cimentarsi nei vari passaggi di divertirsi senza mettere a rischio le preziose meccaniche e carrozzerie delle amate Series.

Su gentile invito degli organizzatori ho potuto prendere parte proprio ad una mattinata nel braccio off road composto da una famiglia a bordo del loro 109 sei cilindri, che si è dimostrate alle grande su salite, larghe, anche trasversali e quant'altro fosse presente. L'auto più spettacolare da vedere in azione è stata comunque una vecchia ambulanza allestita da Marshall su un 109 551A e grazie al suo simpatico proprietario ho potuto apprezzarne le doti fuoristradistiche stando "on board" al suo fianco. Davvero un'esperienza simpatica!



Tra l'altro in mezzo alle tante belle Series presenti, la parte della protagonista è toccata, secondo me, proprio alla ben brava ambulanza presente al raduno, a dire il vero molto differenti tra loro ma ugualmente interessanti. Una davvero eccezionale, condotta al sabato mattina a far bella mostra di sé dal simpatico Barry Mapperson, è stata la carissima Raf Air Crash Rescue del 1968, intemerata restaurata nella sua livrea azzurra con fessie e bullbar gialli. Il bullbar salta subito all'occhio per la sua forma particolare tipica di questi mezzi e dei TMB (tactical crash air rescue) Series III. Questa spogliata di fessie veniva impiegata per interventi di recupero in zone impervie in seguito ad incidenti aerei della RAF.



La 109 sei cilindri di Jon Hayes

The international is looming, and so in order to put everyone in the right frame of mind, by popular demand, the following is a translation of Paolo Turinetti's article about last year's event, which was published in Italy last year, Paolo, now a club member, kindly posted the article on the Series 2 Club Facebook Page, providing B2L with better quality copies for use here. Many apologies for my clumsy translation Paolo! - Ed.

The second week of August 2014 saw about 60 vehicles congregate in the showground of Hatton Country World, near Warwick, to celebrate the thirtieth anniversary of the club devoted to the Series Two Land Rover.

As I was in the area at the time I decided to nip over and see what was happening. The event coincides with the summer holidays and provides the entrants with the opportunity to participate in almost a week's worth of different activities.

These commenced on Thursday with a drive out to visit the Heritage Motor Museum at Gaydon. The following three days had something for everyone, with games for the kids, a central tent

area in which to talk and drink, the Annual General Meeting, greenlining and navigation runs and the possibility of a bit of off-roading on a nearby private course. The course had a number of different routes starting with the very easy, ideal for those who wanted a good time without putting the precious mechanics and pristine bodywork of their beloved Series at risk.

The following morning, on the kind invitation of the organisers, I was able to take a run around the off-road course with a family in their 109 inch 6 cylinder, which easily coped with the course's slopes, rocks and furrows. The most spectacular vehicle I saw in action had to be an old 109" Marshall Ambulance. Thanks to its owner, I got to experience its off-road abilities from 'on board', riding in the passenger seat. A unique experience indeed!

In the midst of so many interesting Series vehicles, I was really impressed with the three ambulances present, all very different but all equally interesting. One exceptional example, brought to the show on the fine Saturday morning was that owned by enthusiast Barry Mapperson. This was a rare, 1968, RAF Air Crash Rescue

example, totally restored in its original blue livery, with yellow roof and bullbar. The bullbar immediately caught my eye, being typical of the later, TACR (Tactical Air Crash Rescue) Series 3. Both types would have been found in the danger zones of RAF Aerial Accidents.

The bodies of these ambulances were made by Marshalls of Cambridge from Series 1 days, progressive modifications throughout the Sixties led to the familiar specification we see here today, especially in terms of the diagonal cut on the rear body, done to improve the departure angle of the vehicle. Based on the mechanics of the Series 2A, 109" (Rover 9 and Rover 11), production commenced in the years '64 / '65, under military code numbers FV18065 and FV 18067. 7.50x16" tyres were installed with the walls and back strengthened, the standard suspension modified to give a more comfortable ride on-road.

The structure of the ambulance consists of an aluminium framework, dressed in sheet aluminium panels with an insulating layer. The model is equipped with two openable windows on each side, positioned in the upper portion of the body sides and a further two on the back doors. Besides having the comfort of the crew and patients in mind, the vehicle heater also warmed water for use inside the cabin. There is no passage between the cab and the rear, but communication is possible through a large window. The rear body is equipped with numerous lockers which originally held



La carrozzeria dell'ambulanza è stata realizzata dalla Marshalls di Cambridge partendo dalla Series One. Diverse evoluzioni l'hanno portata ad essere da metà degli anni Sessanta nella conformazione che normalmente vediamo oggi apporzata, cioè con la parte bassa

posteriore tagliata in diagonale, migliorata fatta per dotare il mezzo di un angolo di uscita più favorevole. Basata sulla meccanica della Series 1A 109" (Rover 9 e Rover 11) e partita dagli anni '64/'65 fu designata con il codice militare FV18065 e FV18067. Furono installati pneumatici 7,50x16 con assi anteriori a portatori rinforzati, con le sospensioni standard modificate per dare maggiore comfort durante la marcia in fuoristrada. Tutta la struttura dell'ambulanza è realizzata con un'antistruttura rivestita con due pannellature d'alluminio e strato interno isolante. Questo modello è dotato di due finestrate apribili posizionate nella parte superiore delle fiancate e di due vivane sui portellone posteriori. Inoltre per il comfort dei pazienti trasportati e dell'equipaggio è stato installato un sistema di riscaldamento ad acqua calda con una presa d'aria per facilitare la circolazione del calore interno alla cabina. Non c'è un passaggio fra la cabina di guida e il retro, ma si può comunicare tramite una grossa finestra. La porta alla dritta della cabina di guida è dotata di numerosi armadietti in legno per il posizionamento di medicinali e attrezzature varie. Le altre due ambulanze presenti, entrambe di proprietà



medicines and medical equipment.

The other two ambulances present, both the property of Steve Britch, were in very different condition from each other. "Oddjob" had recently emerged from an extensive restoration and had seen the installation of a 200tdi diesel engine (as often seems the case with British Series vehicles); the other, "Lola" was the one I'd seen used on the off-road course. Steve explained his lack of reserve when off-road by saying that Lola would be restored in turn. It has to be said however that I was amazed to see the agility displayed by "lola", her roughly 3 tons negotiating the course easily. Notable amongst the vehicles present was a beautiful Series 2A, early Half Ton, belonging to the Chairman, Mr Alan Jones, also an 88" basic of the Royal Navy, resplendent in her original dark blue colour scheme, and mention must be made of an 88" Station Wagon, showing off its "State Review Grille" and a plate telling of a rally to Italy in 1963. Also present was Exmoor Trim in the person of Julian Gosley, arriving with a horsebox full of trim, seats and every kind of merchandise supplied by this market leading company.

The inevitable bonfire had so many of the participants sat round, regardless of the insidious weather, concluding the evening of the event.

Is this not the very essence of British style...!!!!

Il Steve Britch, si presentava in condizioni molto diverse da loro. Una chiamata "Oddjob", in condizioni pari al nuovo dopo una lunga e attenta fase di restauro che ha visto tra l'altro l'installazione di un Diesel 2000di (come spesso purtroppo capita alle Series inglesi), nella "Lola", la quella usata per girare nell'area offroad e si spiega il motivo della poca cura riservata, in attesa di essere restituita a sua vita. C'è da dire comunque che è stato sorprendente vedere l'agilità con cui "Lola" si è portata a spasso su quei 3 terreni di prove su un percorso non proprio facilissimo. Un'altro tra le macchine presenti meritava una bellissima Half Ton Series 8A early appartenente al chairman del club Mr Alan Jones, è una 88 pollici della Royal Navy, nella sua elegantissima livrea dark blue: non ultima una 88" Station Wagon del 1961, sfoggiante una inusuale "state review grille" e una targa che racconta di un trionfo ad un rally in Italia nel 1963. Presente al raduno anche la Exmoor Trim nella persona del suo titolare Julian Gosley, arredatissimo e disponibilissimo con chiunque, arrivato con un van per i cavalli pieno di capoline, sedili di ogni genere di mercanzia (prodotti o venduti dalla sua ditta, senza uscire dal settore).

Un'immenicabile foto con tanto di partecipanti seduti attorno al fuoco incandescente della indagine pioggerellina ha concluso le note del raduno. Un non è British style questo...!!!



Odd Job of Steve Britch

La Series 8A Early di Alan Jones



Tales from the VRO...

Dave Dutton

Spring has sprung and gone and we have started summer by the time you read this but after a winter lull spring has had many of you wanting to get your vehicle sorted that is starting a restoration or just finishing or fettling ready for the road. We have had loads of enquiries many of which are turning into V765 (Reinstating an original registration (VRN) or having an Age Related issued. Here a few vehicles that have been subject to these processes.

The first is a Marshall Ambulance, belonging to Sean McCurley.

Secondly, an extremely original S2A 88" Petrol. Lastly a late Series 2 with facelift fittings such as the later style vent openers, this vehicle belongs to James Darrington.

When I receive many applications all in one go I have to stack them, I simply cannot deal with all together as I dont have the time and it gets confusing. There are times when I forget to answer people, dont leave it, get back to me please.

The vehicle inspection forms have been updated and hopefully improved making them easier for me to compile for a particular as every Series 2 is different and for the inspectors to use. Many thanks to my Secretary on forms Avril for her help.

Inspectors. I have updated my inspectors list with help of Dave Snape and I need Inspector(s) to cover the Bedford / Cambridge area. Volunteers contact me on vro@series2club.co.uk please.

For those Inspectors and those interested in offering to be an inspector I will be running an inspectors course at the national in Fakenham in August (another



brilliant reason to book up now). You dont have to have an in depth knowledge of Series 2's to be an inspector, you already have some knowledge as I am assuming you own one so you know what they are as opposed a Series 3 or Defender. I will usually only ask you to inspect within a reasonable distance from your address and I supply the Inspection forms with

instructions and basically you look and write down what you see following the form. Your fuel expenses are refunded upon receipt of a fuel receipt, so please give it a go.

Federation of British Historic Vehicle Clubs (FBHVC) News

I post the FBHVC news on the forum under the section FBHVC to keep up to date please visit this section. For those who



cannot access the internet I have reproduced some of the more important news below.

Roadworthiness Testing On the EU Roadworthiness Testing Directive, the primary issue at stake is simply which vehicles have to be tested and which will retain the current exemptions permitted by the UK. The testing itself will, on most readings, not be very different from what already applies under the MoT. So our major concern is how the UK will be able to deal with the large number of modified vehicles within the UK, which the Directive apparently suggests ought not to be treated as 'of historical interest', but which the UK currently regards as historic vehicles. The Directive only has to be applied from 2018, so there is still some time to get this right.

We were not finding it easy to talk directly to the Department for Transport, so we decided to approach the question through the All Party Parliamentary Historic Vehicles Group (APPHVG). Around the beginning of the year we were able to start showing members our Briefing Paper and Appendix which went to the APPHVG, so that you can all understand the case we have put forward.

That case has been established with much help from a representative group of member clubs. Our proposals recognise that the Directive will be incorporated into our laws and that its principles, which had to be hammered out to suit the various differing approaches across the EU, have to be observed. But they can be interpreted. So we have tried to produce a case on how the UK should interpret them which will support the interests of as many as possible of our members.

The much delayed meeting with the APPHVG duly occurred on 21 January. As a result we were asked, in very short order,

to prepare a condensed version of the Paper for discussion with the Minister. We duly did so and Sir Greg Knight, chairman of the APPHVG reviewed it.

I am happy to be able to tell you that on 3 March we had a meeting with Claire Perry MP, Parliamentary Undersecretary of State at the Department for Transport (DfT). The meeting was attended by Sir Greg Knight, chairman of the APPHVG and our vice president Lord Steel from the APPHVG, together with David Whale, our chairman, and myself. The meeting was also attended by Duncan Buchanan from the DfT. The meeting went well and was most useful.

We presented the Joint Paper to the Minister. It was accepted as a valuable contribution to assist the DfT in its decision process regarding the treatment of historic vehicles. It provided an opportunity for the Minister to understand both where we are starting from and the issues surrounding exemption. The DfT was clear that no decisions on exemption or its extent have yet been made. We were promised that there will be a further formal workshop later in the year when the Department is nearer to

making decisions but there is no doubt that an ongoing informal dialogue will now be easier.

There are interesting pieces on the 'Cruising Injunction in the West Midlands' those living locally may wish to research this to see if it could affect them as it refers to gathering of more than one vehicle!

DVLA News. Owners of vehicles registered as historic are advised to inform DVLA of engine changes. This has no effect on the historic Status and now does not need supplementary letters etc. Note the updated information in the changes section of the vehicle's V5C and send to DVLA.

"VRO Advice. Always without fail send any post to DVLA Special Delivery and keep a copy of what you are sending. It has happened whereby DVLA staff state your item has not been received until you tell that one of their colleagues has signed for it on such a time and date. It is usually miraculously found."

I look forward to meeting you all soon.

David



Doctor Morris' Puzzle Corner 11...

Steve Britch



Contrary to my heartfelt sentiments in Issue 113 in which I explained my long held desire to own an Air-Portable Land Rover, I have reluctantly decided that I have too many vehicles and not enough money or time. I therefore felt it was essential for me to get my house in order by letting Mimi the Lightweight go before I became too attached to her and concentrate all my funds and efforts on Lola's refit. The old girl has done me proud over the years I have owned her, and in return I feel obliged to make her look young again, as over the last few years she has increasingly looked the poor relation when compared with her red and grey stablemate. That's not to say that Oddjob also still doesn't require quite a bit of work... The few jobs I left out during his refit last year still need attacking. I can then cover them in the pages of Built 2 Last over the next few issues. I'll be starting with his rear axle swap, then moving onto a long overdue gearbox rebuild, possibly sometime over this winter... Provided I decide I can live without him for an extended period... as the lion's share of the 10,000+ Marshall Ambulance miles I have covered this year have been in the big red bus!

In the last issue I had made a start on Lola's refit by starting to strip the many, many layers of paint which have been applied to her over the years with various degrees of skill. I've made it clear previously how much I hate this job... On Lola the worst part has been the very thick and hard layer of white paint applied by the St. John's ambulance, which I had to resort to carefully removing with a blunt chisel before returning to the wire brush and pan scourers. Stripping the paint has revealed some interesting features however. Lola has been many colours over the years including white and desert sand, but during her military career she appears to have only ever been gloss bronze green. She also turns out to be equipped with a chrome plated grille and has a slightly better standard of fittings than the average ambulance... You can make of this what you will but to me it suggests she was 'bulled up' for some specific purpose. I've said before she appears to have led a sheltered previous life as 25 EN 17 (in stark contrast to the life she has led as EYC 595T), as she was demobbed before having any of the in-service modifications fitted. It'll be fascinating to find out more about her past in foreign climes now I know her military registration number! I'll also be liaising with Andrew Blades and Ronald Klein Tank who have vehicles close to mine from the WV3315

batch (24 EN 74 and 25 EN 59) to make sure that Lola's refit has the feel of the original vehicle.

Lola's refit has followed similar lines to that of Oddjob last year (except that I've so far kept her roadworthy). I've had to do a fair amount of panel replacement. So far I've replaced the driver's rear quarter panel and the wing fronts (which were non-standard) with new items which I have fabricated myself. I decided that as the door frames were original and repairable I would just, if possible, replace the skins which in addition to the usual miscellaneous dents had been carelessly drilled to accept padlock hasps during her St. John's ambulance service. These hasps would have been of limited value as a security device, having been merely bolted through the alloy skin. Indeed on the passenger side door, the skin has been torn by attempted entry to the vehicle with the padlock in place! I've started with the driver's side door skin, which has also meant welding the frame where it had succumbed to the dreaded tinworm underneath. The replacement skin was a new old stock item provided by Jon Hayes in return for a pair of original station wagon folding steps I happened to have, destined be going on his Six-Pot Station Wagon after its respray. At the time of writing I have yet to track down a suitable passenger side door skin. I also need to replace the skin on Lola's rear step which has been badly dented by the towball, and if I can't find a decent AC-DC TIG welder, I'll have to replace both of the body sides in their entirety in spite of the damaged areas not amounting to a square foot in total. This could pose a problem, as the blank sheets would need to be at least 52 inches wide, which is 4 inches wider than a standard sheet of



Lola proudly showing her original military number and many of her original fittings (but not her paint)...



Above: Oddjob towing Jon Hayes' Six Pot Station Wagon, towing Jon's ridiculous 6 wheel Starcraft camper off a very muddy show field...

aluminium.

Over the years I have been associated with her, it has always irritated me that a good number of Lola's original ambulance external fittings were removed during her time with the St. John's Ambulance. I considered manufacturing some of these parts myself in the absence of suitable originals, however I was lucky in acquiring the missing rear door catches and lashing brackets on the Marshall Ambulance facebook page, these parts coming from another WV 3315 batch vehicle which is currently being converted into a camper by Les Ward. I also had a bit of luck in finding a set of new old stock rear body reflectors on ebay. I am now only missing the external roof-mounted stretcher trays, which I will make myself if necessary, using originals from another ambulance as a template (thanks again to facebook). Lola flew through the MOT again this year, as she always does and to my continual surprise. This year she turned up at the MOT station half stripped of paint and with the saloon full of the detritus left from a continuing rebuild.

Lola has also, over the last couple of years, had a persistent misfire at tickover, which I am determined to get to the bottom of during her current refit. I have discounted the carburettor as the source of this particular malady as I recently lent it out to a fellow ambulance owner who commented on how well his vehicle ran with it on! That has left me with two alternatives. Either it was an electrical issue or air getting into the inlet manifold, possibly through the vacuum take off for the brake servo. I intend to resolve the issue by removing and replacing items one at a time. I've started with the points, then the rotor arm followed by the condenser and so on, driving the vehicle on test between substitutions... The brake servo is going to come off. It is, in my opinion, far too aggressive for the vehicle. Hitting the brake pedal with the throttle open usually locks up one or both of the front wheels and the resultant lack of control is unacceptable to me. Oddjob's unassisted brakes are more than adequate as they stand to smartly arrest his progress, so I am therefore more than happy to discard this particular servo. I may later fit a less aggressive, six cylinder type servo and brakes – at least in Oddjob - as I'm always impressed with the

way Jon Hayes' Six-Pot Station Wagon stops.

My love of the Series 2A Marshall Bodied Ambulance is infectious! My sister Susan was often to be found pinching Lola in order to tow her horsebox, or occasionally just for a blast around the countryside. Nobody in the family was that surprised when Susan asked if I could help her to find one of her own. A few months later we were off on a trip to York to look at a 1971, camper converted example. The owner had had a pacemaker fitted and so was unable to drive and enjoy it any more, having kept it roadworthy and MOT'd in spite of its having covered only 50 or so miles in the previous 10 years. The vehicle on inspection looked absolutely revolting. It had been painted, over the top of many, many layers of NATO paint, with Hammerite. It had then been coated with underseal and a further coat of vegetable oil. This grotty concoction had preserved the ambulance beautifully, the bulkhead, chassis and front panel were like new. The down side is that the stuff came off on your hands every time you touched it! A repaint of the new vehicle was therefore a necessity in time for it to swell the numbers at Heskin Steam Rally, which was a couple of weeks away.



Chris Scott reunited with Oddjob at Heskin...

Chris Wareing (who has an RAF, crash rescue ambulance) offered to store Jeff for a couple of weeks while we prepared to paint him. Driving Jeff home ready to paint it I lost drive. Moving to four wheel drive the drive returned. The dreaded nemesis of the owner of one of the heavier Land Rovers had occurred... a halfshaft failure... Typical. It was possibly the most benign one I've ever experienced, there was no bang, just nothing upon pulling away. This was, it turned out, because the shaft had failed in the drive member; making it much easier to replace as I didn't have to take the differential out to retrieve any debris... Looks like we're going to be looking for yet another Salisbury axle. This particular misfortune has reminded me how important it is to get the Salisbury installed in Oddjob as he has considerable more power on tap! As for the painting... We needed to make Jeff presentable in a big hurry, so we decided to roller over it in NATO

Members' Motors

green for the time being as I don't fancy 2 major, bare-metal rebuilds in one year... Removing the underseal and rubbing down all that Hammerite took an absolute age, even with the help of Susan, Avril Arbuckle and Dean Groves but the new finish has turned out surprisingly well. You can judge the results for yourselves from the photos. Just the crosses and some missing fittings to return and she has a great vehicle – all for £1500 plus £50 in paint!

All three ambulances therefore attended Heskin Steam Rally at the end of May, Sharon driving Oddjob, me driving Lola, still without much of her paint, and Susan driving hers, now named Jeff. We were in good company: apart from some 50 Land Rovers, there were 7 Marshall bodied 109 inch Ambulances in attendance, possibly the most seen together in civilian ownership since Blanchards in York disposed of their remaining stocks. I also should mention Bob Chatterton's excellent 101 which obviously still counts as a Marshall Ambulance, whose attendance brought the score to an amazing 8 for the weekend. Next year double figures are expected, with several ambulances coming to the end of protracted restorations. If one looks closely at the photos of this little reunion, one can see how all of the roof lines are slightly different, emphasising the hand-built nature of the Marshall Body, indeed it was a paradise for 'spotters' as Avril Arbuckle calls them, as all the attending ambulances each had their own quirks, none being the same. On the Saturday it was great to see Chris Scott and family, from whom I bought Oddjob. We reminisced that when we originally bought our ambulances, it was deeply unfashionable, you couldn't give one away at that time, and therefore we obviously set the trend, as more come to recognise the charm and practicality of these vehicles! Chris drove Oddjob in the parade around the arena, which seemed to me quite like old times! All in all, a fantastic time was had by us in the company of great people, long may it continue!

(though perhaps with slightly better weather next time). The roads on leaving the site were also swarming with Ambulances, so to a geek like myself it was heaven! It has done wonders for my enthusiasm.

Press on and enjoy your Land Roving! I know I will...

Steve



Above: Bringing Susan's newly acquired ambulance and its disgusting paint job across the moors...



Above: Dean Groves busy with the sander...



Above: Jeff's dignity restored in time for Heskin Steam Rally...

Vehicle Database: What Happens Next...

Avril Arbuckle

For those of you who don't know about the Vehicle Research Area of the Clubs' website (this can't be many by now!), then I have put together a short video which can be found at: http://www.series2club.co.uk/pages/vehicles/members_history.php I apologise for the sound quality but it isn't something I feel comfortable doing but felt it needed to be done.

This video provides a short tutorial to show what is where, how to log in, what you will find etc. The video describes the current system, but be aware that we will be updating the Research pages soon.

You have your vehicle, you have some basic information, you may even have a Heritage Certificate from Gaydon (<http://www.heritage-motor-centre.co.uk/archive-services/>) but where do you go next? The question which has been asked so many times by so many different people, the question I also asked when I first joined the club. Well, there are different lines to follow, here are some:

If you wish to get general vehicle details, such as its build date and where your vehicle first went to when it first left the factory then you will need to contact Gaydon (link as above), this is the Heritage Motor Museum, they have all the build registers from Land Rover. You can either go to Gaydon and research the vehicle yourself in their Records Department for free, or you can ask them to send you the information, which is a service you have to pay for.

If your vehicle was originally supplied

Class	From	To	Group ARN.	Sub Group ARN.	Vehicle ARN.
1	JAN 1974	JAN 1987			805524
2	JAN 1987	JAN 1994			
Issue Voucher		TXN	Location	Receipt Voucher	
21 Reference Date				Reference Date	
COLOUR CODE			C.V.D. HILTON	444/3352/194	
P00799	12 79	300	42 E DIST	59	5.2.79
42	2.5.79	1/5	1 RRF	(No ADP ACTION)	
10	19 79	10/79	3 RAVP CV HQ RCT	33	VBT 2.5.79
88	6 2 90	5/90	TMP OSU STIRLING	82	5 9 79
135	6 6 80	2/80	OSU THETFORD	449	19 2 80
VIN CHANGE		VBT	TMP ASHFORD	400037 12.6.80	
1030	22/6/98		S/O MWSL	500043 18/6/98	
				999 22/6/98	

to the military and you have the military number, you can now get information online via <http://www.rlcarchive.org/> If you know the vehicle was military but don't have the military number then it is still possible in certain circumstances to find the information via the Chassis Number at the same site, all the information is a pay for service. This will provide you with a 'B' Card, this helps to show where the vehicle has been, when it went into service and when it left service.

One form will probably be one of the most useful forms you will ever complete (besides the Clubs' Vehicle Database form of course!) this is form V888, which is a service provided by the DVLA. If like most vehicles it has had more than a couple of owners from new then the information you glean from sending this form off will probably surprise, stun and shock you. It will contain the history of that vehicle's registration plate from the moment it was given it. Sometimes even the original engine number was recorded, it provides you with all previous registration documents which gives you an idea of whereabouts in the country the vehicle was owned, and most importantly where the vehicle was first registered (this will hopefully match with the Gaydon records). The current fee for the V888 information is £5.

Another avenue to search is the local County Records Office. If you know your original vehicle registration number and your Local County Records office has historic vehicle registers, then you may be able to get some basic information from these Registers. Each Records Office will have its own system of

working, but generally transcribing the information from the Register is free, however taking a picture of the Register will usually be charged for.

Last but not least we come to the totally free, totally awesome, and totally (well mostly as you have to allow for human error) accurate Series 2 Club Vehicle Database that will give you back what you put in it. That's right, if you don't enter all the details you have you won't get back all the details you have. You won't be able to help others who in turn will help you with the research. Do you want to know of vehicles near to your chassis number? Then send me the information you have, send me a copy of the research of other records you have. As long as the owner of a "nearby chassis number" is still a member I can ask them to get in touch with you.

The Vehicle Database works very closely with the Club's VRO Office, any new sources of information are shared, discussions of what bit of the Land Rover goes for what age of vehicle are a constant discussion topic, if you notice on the Club's webpage, the VRO give an overview of the Series 2. We try and gather as much information from as many obscure sources as possible!

Your Database is there for your future and the future of your offspring, everything starts somewhere, what you need to do is to keep up the wonderful job you have already started and keep adding information to the database, the more that is added, the more you can search, the more you can search the more information you get back. Do you see where I am going here? IINPUT, INPUT, INPUT.

Request by an individual for information about a vehicle

Please read the notes over the page before you fill in this form

For more information go to www.gov.uk/request-information-from-dvla

Use BLACK INK and CAPITAL LETTERS when filling in this form.

1 What are you asking for? See note B over the page and put 'X' in one of the boxes below.

A: The name and address of the registered keeper of a vehicle at a specific date - the fee is £2.50. Fill in all the sections below.

B: Information about a vehicle that was previously registered, or is registered in your name - the fee is £5. Fill in sections 2, 3, 4, 5 and 7.

2 Your details See note B over the page

First name: _____
 Surname: _____
 House No: _____
 Address: _____
 Postcode: _____
 Date of birth: _____
 Your phone number (in case we need to get in touch with you): _____

3 Details of the vehicle you want information about See note B over the page

Vehicle Registration Number: _____
 Make/Model: _____
 Colour: _____

4 What information do you want and why? See note B over the page

Please continue on a separate sheet if necessary.

5 How are you going to use the information? See note B over the page

Please continue on a separate sheet if necessary.

6 Details to support your request See note B over the page

If the vehicle in section 3 was involved in an incident, give the details below.

Date of incident: _____
 Address of incident: _____

If your vehicle was also involved in the incident, give us your: Vehicle Registration Number: _____

Was there damage or injury to:
 that 'X' in the boxes that apply
 A: You B: Your vehicle C: Your property

Give the details of injury or damage below.

Please provide a doctor's report or other evidence of injury and any details for repair to damaged property.

If the police were informed, give the following information:
 Incident No: _____
 Officer's No: _____
 Police Station: _____

If there was a witness, give their name and address below.

If you have informed your insurers, give the name and address of your insurer/broker.

Your policy No: _____

Did you ask your insurer to trace the vehicle? Yes No

7 Declaration

I declare that the information given is correct to the best of my knowledge. I will not use the information that I am given for any other purpose than that stated in section 5. I am aware that, under Section 55 of the Data Protection Act 1998, it is an offence to unlawfully process or sell personal information.

Title: Mr Mrs Miss Ms

Full name: _____
 Signature: _____
 Date: _____

DVLA Form V888...

Series 2 Club Treasurer's Report 2015...

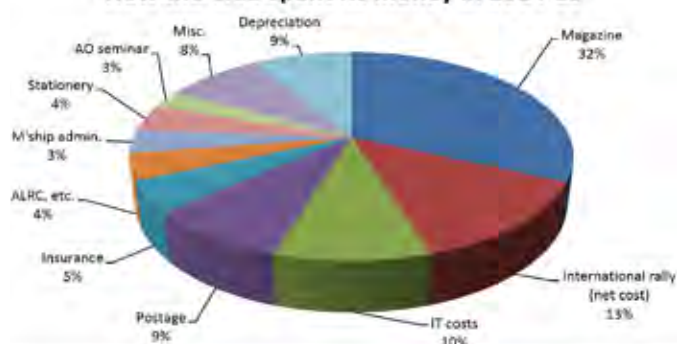
Vaughan Hartridge - Acting Treasurer

As a limited company we are required each year to submit a copy of our annual accounts to Companies House and this has been done for this year – a copy of our Balance Sheet in this issue summarises our finances. From the balance sheet you will see that our reserves have increased from £58,478 to £61,957 – although 'reserves' includes the value of IT and show equipment, shop stock, etc, plus of course actual cash we have in the bank - the latter showing a slight increase over last year - much of this being the result of our steady increase in membership.

We've also benefitted from a 40% increase in commissions from the insurers that many of our members are now using. However, as our club is motivated by our enthusiasm for the Land Rover marque and not for profit, it will be the challenge for our Directors over the coming year to review pricing policies and to ensure that we make the best use of Club funds for the benefit of our membership.

For example, do we want to continue with our earlier policy of subsidising our annual rally, which we take around the country to help give as many different members the opportunity of attending as possible, or do we want it to be a self-financing

How the Club spent its money in 2014-15



event? Also, as membership numbers grow, we may be reaching the capacity of some of our backroom volunteers to a point where we might need to consider buying in some services, or even buying in new ones.

If we go along this route, this will inevitably increase our annual expenditure. As we are in a healthy financial position this will help us to consider our options. If you have any suggestions as to how the Club may utilise its funds to greater benefit please contact one of our Directors.

Vaughan

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**SERIES 2 CLUB LIMITED
COMPANY LIMITED BY GUARANTEE**

BALANCE SHEET

31 JANUARY 2015

	Note	2015 £	£	2014 £
FIXED ASSETS				
Tangible assets	4		<u>6,800</u>	<u>5,500</u>
CURRENT ASSETS				
Stocks		12,163		13,897
Debtors	5	6,461		2,459
Cash at bank		<u>39,029</u>		<u>37,852</u>
		57,653		54,208
CREDITORS: Amounts falling due within one year	6	<u>2,496</u>		<u>1,230</u>
NET CURRENT ASSETS			<u>55,157</u>	<u>52,978</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>61,957</u>	<u>58,478</u>
RESERVES	8			
Profit and loss account			<u>61,957</u>	<u>58,478</u>
MEMBERS' FUNDS			<u>61,957</u>	<u>58,478</u>

For the year ended 31 January 2015 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

Directors' responsibilities:

- The members have not required the company to obtain an audit of its accounts for the year in question in accordance with section 476; and
- The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

These accounts were approved by the directors and authorised for issue on 26 May 2015, and are signed on their behalf by:

H. Lippitt 

A Arbuckle 

Company Registration Number: 02451020

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Authorised and Regulated by the
Financial Conduct Authority

Stumpy - LAS 857

Dylan Featherstone

Stumpy is an early Series 2 SWB, first registered in January 1959 which makes him both tax and MOT exempt. His owner, Andrew Sharples, had been through various Land Rovers over the years but had always wanted an early Series 2. "I took my time to realise what I really wanted but got there in the end" says Andrew, buying Stumpy back in 2009.

Andrew was keen to keep many period features on his Land Rover, while making subtle modifications to make Stumpy more user friendly. Stumpy has gone through a few face lifts in Andrew's hands, having been a truck cab, hard top, canvas and completely roof less. At the moment Andrew has settled on a canvas truck cab and a made to order heavy duty stick/hoop set. One important modification that Andrew insisted on was a full set of seatbelts to keep his family safe on trips out. When Andrew bought Stumpy, it came with a rather tired petrol engine which needed replacing with another 2286cc engine. After a few years, the hankering for a V8 got the better of Andrew when a contact offered him a 3500cc V8 engine from a Rover SD1. To make it an easier swap, the engine had the relevant conversion kit as it had already been fitted to a Series Land Rover.

"I wanted a V8 as I love the sound and wanted a bit more go for the A3 which is my local "A" road that has a hill on it at my junction."

Andrew will be the first to admit his Land Rover isn't an 'everyday car' but it does get used on a regular basis including towing duties, days out, shows, Greenlaning trips and even the odd jaunt to mainland Europe. All this use eventually started to take its toll on the engine so instead of going down the rebuild route Andrew decided to 'upgrade' to a 3900cc V8 from a Range Rover. While fitting the engine Andrew removed the complicated EFI components and replaced them with carburettors to make the conversion more straight forward. While the engine was out, Andrew thought it would be prudent to have the gearbox rebuilt at the same time so, hopefully, there will be no need for further major surgery in the near future. With an increase in power you also need an increase in grip. So Andrew has recently bought Stumpy a new set of BF Goodrich Mud Terrain Tyres, fitted on Wolf rims, which proved very useful at the Wagtail 4x4 camping and offroading weekend in May, organised by Mark Berry. Andrew plans to fit a disc brake conversion in the future and a set of high back seats with adjustable head rests to help make his Land Rover a safer place to be. The good thing about the improvements that Andrew is making is that, if need be, they can quite easily be removed to return



Stumpy to his original specification.

I asked Andrew what his plans are for the future with his Land Rover:

"I will be using Stumpy as much as possible for day trips and off road adventures while trying to keep him as true to his roots as possible, making Stumpy a practical, usable, go anywhere classic Land Rover."

The Mystery of Electrics Explained...

Dean Groves - Technical Officer

In this article I'd like to try to take some of the mystery out of Land Rover electrics.

I am not an electrical engineer, my knowledge of electrics is empirical - mostly self-taught over years of repairing Land Rovers. I apologise for any mistakes or omissions and welcome any comments from people with more experience in this area than myself.

For this article, I will use 2 negative earth vehicles, both fitted with alternators; my 1972 Marshall ambulance running a petrol engine, and a 1964 swb petrol now converted to diesel and converted to alternator, also negative earth.

The first mystery of electrics is the tools required: Essentials are a test lamp or buzzer and a basic test meter (some of these already have a buzzer when set to continuity, which is ideal for setting points for instance). It also goes without saying that it makes your job much easier if you have the correct wiring diagram for your vehicle.

A few words of safety - when working on the electrical systems of vehicles, all electrical components can cause electric shocks and can create heat resulting in burns. Some of the system carries very high voltage, especially on petrol engines. Always remove anything metal i.e. rings, chains, watches, coins in pockets and also lighters as an electrical shock can cause serious burns due to heat build-up if you receive a big enough shock.

A few simple things you need to know about electrics.

Different aspects of electricity are measured in volts, amps, watts and ohms:

Voltage is measured in Volts, current is measured in Amps and resistance is measured in Ohms. Electrical power is measured in Watts. In an electrical system, the

power (P) is equal to the voltage multiplied by the current.

An ampere (or amp) is a measure of the amount of electricity, called "current," in a circuit, while voltage is a measure of the force behind that electricity's motion. In a common textbook analogy, a circuit is imagined as a garden hose, current (measured in amps) would be the volume of water within the hose and voltage would be the pressure that pushes it onward.

Resistance is part of all components in a circuit. Wires, switches and fuses should have very low resistance, and motors and bulbs have more resistance.

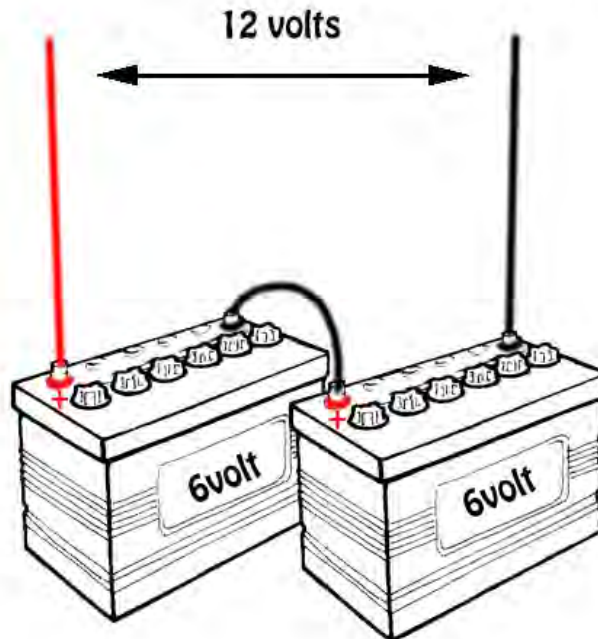
The first thing to do when embarking on repairs to your electrical system is to determine which electrical system your vehicle is fitted with. The early Series 2s were fitted with positive earth systems from new and the later 2As were fitted from new with negative earth systems.

Usually there is a plate affixed somewhere to the vehicle stating negative or positive earth. Sometimes it is fitted near the battery tray or surrounding area,

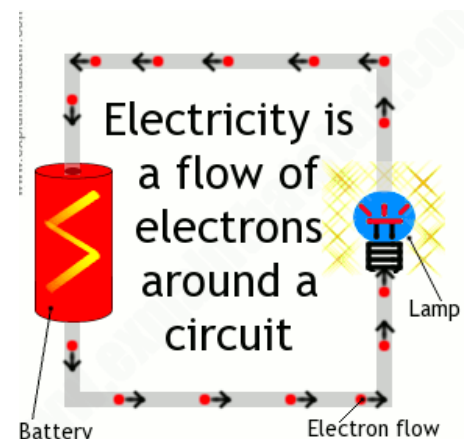
normally the top of the front radiator panel on later vehicles. Please note that previous vehicle owners have been known to change from a positive earth system to negative earth yet haven't removed the plate.

Another way to determine the system used on your vehicle is to look at your battery and see which leads are connected to which terminal. They are normally marked with a + or - symbol or coloured red for live and black for earth, the battery terminals are also slightly different sizes so as to stop the leads being placed on

Series Connected Batteries



Below: A basic Circuit...



the wrong terminals. If the system is positive earth, the + battery terminal will be connected to the chassis and/or engine block directly. If the system is negative earth, the - battery terminal will be connected to the chassis and/or engine block directly.

A normal system used on Land Rovers and cars nowadays is a 12v DC (Direct Current) system using one battery but this can also be 24v DC system using 2x 12v batteries connected in series on some other Land Rovers and military vehicles. Some of the older Land Rovers were fitted with two 6 volt batteries connected in series then making a 12v DC system (the 2 litre Diesel models for instance)

Once you have decided which system you have got fitted to your vehicle then you can proceed.

When working on the vehicle it is always recommended that the battery is disconnected, but when doing some electrical testing the battery will need to be connected. When making or breaking electrical connections always disconnect the battery.

Another word of warning... Always disconnect the + lead from the coil on petrol engines otherwise the coil can be damaged from being powered when the ignition is switched on for testing circuits causing a build-up of heat in the coil and causing it to fail prematurely

The most basic circuit consists of a power source, a power lead, a component and an earth connection. For instance if a bulb is connected to the wires and one wire is connected to each battery terminal we now have a circuit and the bulb will illuminate. If we remove one wire from the battery terminal the bulb will go out.

The next step is to introduce a switch into the circuit. The switch can be placed in the live + or the - earth lead wherever the switch is fitted if we switched the switch off it does the same as removing the lead from the battery as previously explained.

Series 2 Land Rovers are generally fitted with 35 amp rated

fuse but some vehicles have extra fuse boxes and of course you might find multitudes of modifications added by previous owners to your vehicle.

The fuses are one of the most important parts of an electrical circuit as they are designed to blow/melt when the load is too high reducing the risk of the wiring or other components melting or catching fire and causing irreparable damage to the wiring loom or other parts of the vehicle. With a fuse fitted in to the circuit we introduce some protection for the circuit as this will usually stop any component or wiring being damaged for any reason if a fault is

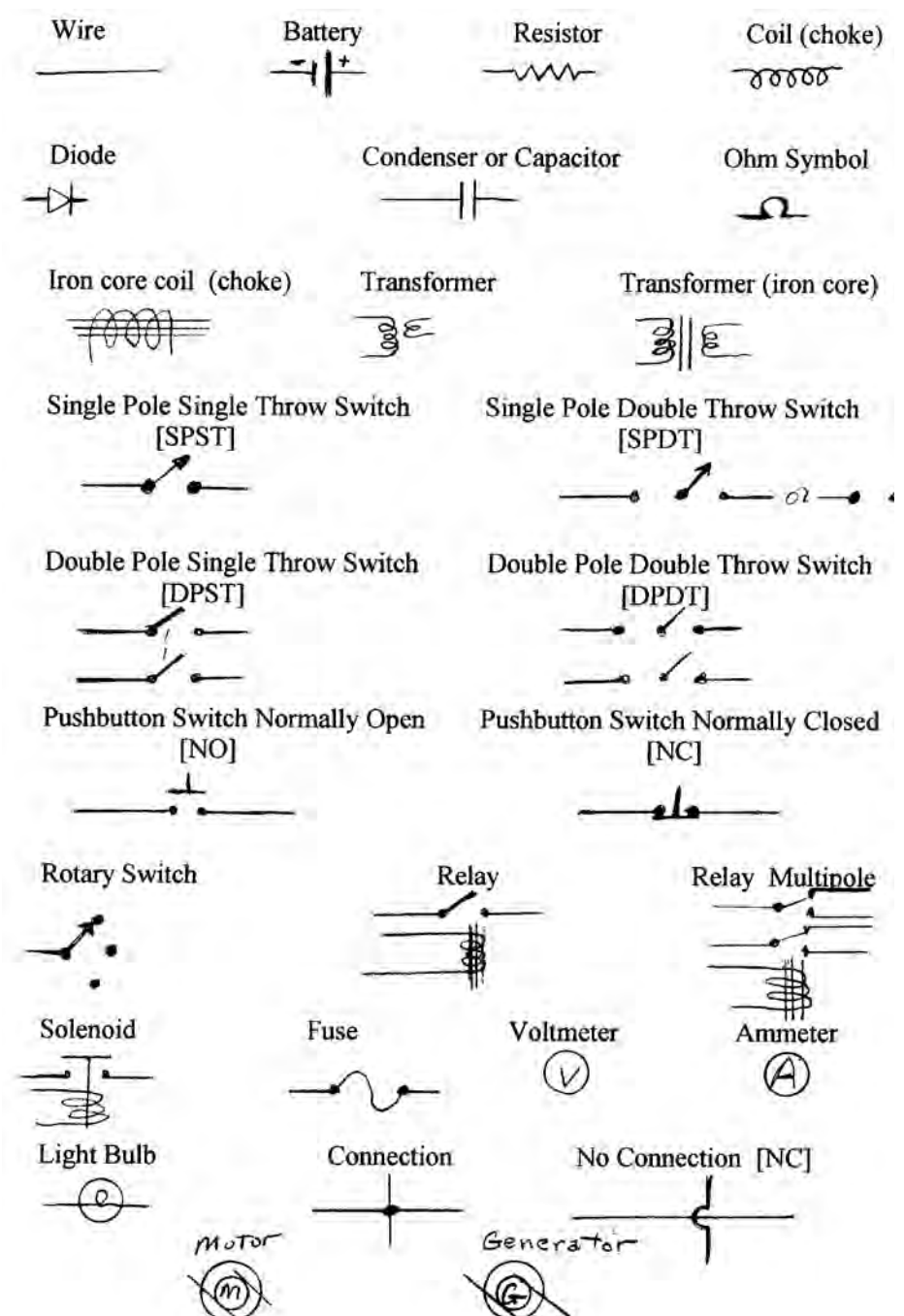
present and the fuse will melt/blow when excessive load is placed on it.

I'll now explain how to read a basic Land Rover wiring diagram:

Here are some of the symbols you are likely to encounter on a wiring diagram, though they vary from manufacturer to manufacturer depending on who drew the original wiring diagram.

These are the most common symbols encountered on most of the Land Rover diagrams I've seen but some were not used until later models.

The best way to read a circuit diagram is to read one wire at a time. It won't look anything like

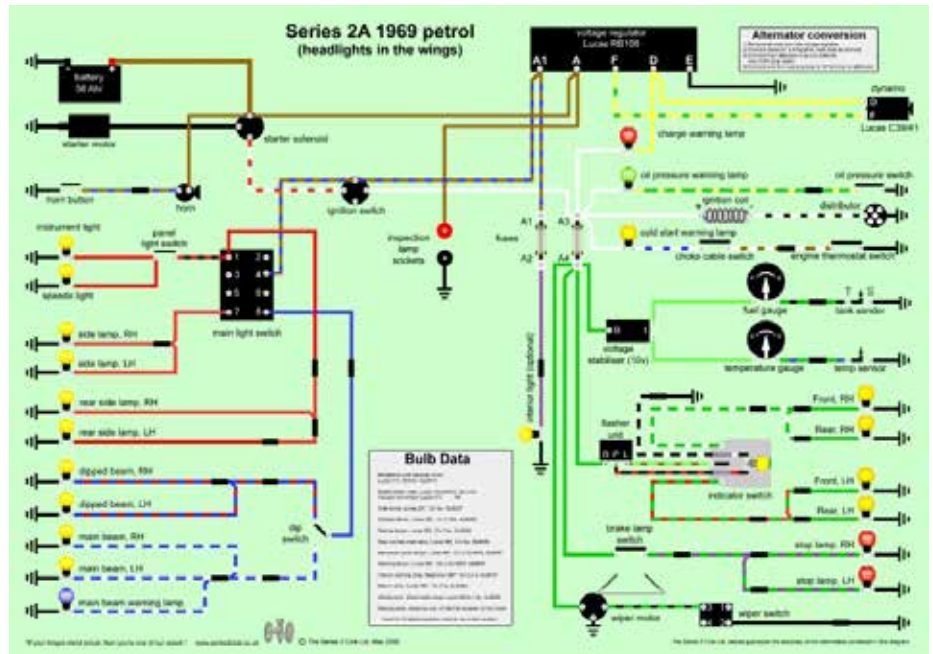


it does on the Land Rover but once you understand the basics of the wiring diagram all Land Rover wiring diagrams follow the same basic colour coding. The 2/2A follow the Lucas colour code chart and most wiring diagrams come in black and white all wires are usually marked on the wiring diagram with a single letter or 2 letters together.

When 2 letters are present it means instead of one wire colour there is a strip running up the length of the wire as well as the original solid colour. This is called the tracer colour. The first letter is always the main colour and the 2nd letter is the tracer colour. There will be a chart giving letter/s specific to a specific colour and if it's got a tracer colour you use both colours corresponding to the chart this gives you the colour wire you're looking for.

If you have any faults the first thing to check is have we got any power in the circuit, and if not, why not? The next thing to check is has the fuse blown, worked loose or corroded in the fuse holder? Also, if it is a light that is not working, has the bulb blown or worked loose or corroded in the holder? If the fuse and bulb are all tested and found not to be at fault then we check all connections to make sure they are tight, clean and haven't worked themselves loose. Then check to see if we have a good enough earth point because without a good earth point we cannot complete the circuit. If everything has checked out ok, now check if the circuit is now working again as sometimes just disturbing the wiring and connectors is enough to make the circuit work again especially on the older vehicles with original wiring and components.

When checking all of the connections in the suspect wiring also check the condition of the wiring. Has anything worn through the outer covering allowing the power to touch something it isn't supposed to be touching? Or has something melted? This can cause a short circuit making the



circuit fail to work as the power will always take the easiest path back to earth. When a circuit is powered up the wiring and switches and components will cause resistance in the flow of power and the power will try and flow out of the easiest point to make a circuit.

Once we have checked all of the wiring and connections and we've still not got a working circuit then we need to check if there are any broken wires we cannot see, which have broken inside the protective outer. To do this we need a test lamp or a test meter.

If using a test lamp connect one end of the test lamp to a good earth point and touch a connector in the circuit to check if we have power at that point. If we have, it will light up. Then move to the next connection and test the connection. If we have no circuit, the fault is between the last good connection and the last point checked. All nice and logical. This system will work on the live circuit only up to the component it won't work downstream of it, on an earth wire. To check the earth wiring connect the test lamp to a known good live supply and the bulb will light up when touched to an earth point. Work your way down the earth wire until the bulb doesn't light up. This will be where the break in the circuit is, and the possible cause of the fault.

To test with a test meter you need

Wiring Color Codes

N	Brown	O	Orange
B	Black	S	State
W	White	L	Light
K	Pink	U	Blue
G	Green	P	Purple
R	Red	BRD	Braid
Y	Yellow		

When a wire has two or more color code letters, the first letter indicates the main color and the subsequent letter(s) indicate the tracer color(s).

to set it to read 12 volts and as before touch one wire (generally the black wire) to a good earth point and use the other (red) lead to test the connections as before, but instead of there being a light the meter will read around 12 volts when there is power in the system if there is a break in the circuit, you won't get any reading off the meter. If you get anything less than 12v this generally determines a possible short circuit or drain on the circuit indicating a fault.

To test the earth circuit you need the meter set to continuity which uses the internal power supply of the test meter. Once you touch one lead to a good earth point and touch the other lead to an earth lead, if you have a circuit the meter will indicate it either on the dial or by sounding a buzzer. Continue along the earth lead until you either find the fault or confirm the earth is good throughout the circuit.

So there's some basics to be going on with... If you need more in-depth advice, please do not hesitate to contact technical@series2club.co.uk.

Series 2 Club Historical Archives...

Avril Arbuckle

The Club has a budget set aside to purchase Series 2 related items, not necessarily Land Rover as there were a multitude of suppliers who provided parts to Land Rover to help in the build of these iconic vehicles.

The Club holds some interesting items already, including: Lucas Service Newsletters, Land Rover Approved Implement Brochures, Land Rover Vehicle Brochures, an extensive collection of LRO magazines and the CAV Fuel Pump Instruction Book.

As you see, a variety of items that will help with writing articles, help with technical issues and also help to decide which item was fitted at what point through the life of Series 2 production. We also hold a few items which relate to the change-over from Series 2 to Series 3 production to show the subtle differences.

If you have any old paperwork relating to the Series 2 production run, whether it is specifically Land Rover or it is something relating to the companies who supplied Land Rover and you are willing to part with the items, please let me know.

I would like, if possible, to have the full collection of colour brochures for the Series 2 run as I feel this really would show a change in the vehicle from when the first Series 2 was advertised to when the last Series 2a's were produced. If by any chance we can get hold of any overseas brochures then this really would make my day.

The following is a list of the publications in this range that the Club owns so far: Publication No. 705-A, No. 755, No. 756, No. 757, No. 767 & No. 781.

Please, have a root in the back of the cupboard, under the stairs, in the filing cabinet or stacked next to the bed and see if there is anything at all you wish to pass onto the Club either by donation or by sale.

Many thanks

Avril Arbuckle

Vehicle Database Officer/Historical Records
vehicle_database@series2club.co.uk
07547 905956



Laning on the Plain...

Dylan Featherstone

Ultra-rare APGP joins in the fun!



After going on my first Greenlaning trip a couple of years ago, I have been wanting to visit Salisbury Plain. The past couple of years I have organised quite a few trips in Thames Valley region which have been a success but have been put off by a few stories about how hard it can be to navigate the plains and not to stray off the legal tracks. Another Forum member kindly put me in touch with the range manager, a very helpful fellow called Tom, who offered to give us a guided tour. Tom also shares our enthusiasm of Series Land Rovers, owning a very nice Series 1 himself.

A small group of us met up on a windy but dry (which was a nice surprise considering the forecast) March morning. Among us was a rather rare Series 2 APGP who was the lead vehicle.

The day consisted of a variety of surfaces, mostly quite dry considering the time of year. Mind you, there were quite a few deep puddles to enjoy, not quite deep enough to test out the APGP's floating capabilities, but deep enough to necessitate the

rescue of one of the group whose electrics got a bit damp!

After a good few hours of laning we stopped for a lunch and cake break near the River Avon. Luckily before setting off for the afternoon it was noticed that Steve Baldwin's Lightweight had picked up a puncture so a quick pit-stop swung into action and within a couple of seconds (ok, minutes!) we were off. Unfortunately the rain which was forecast, arrived in the afternoon, just as we were heading into the most barren areas, which is also a heavily used firing range. The damp weather really helped to show how remote some of the areas can be. Happily the weather soon cleared up for the rest of the trip.

It was very interesting to have Tom explain different parts of the Plain's history and the problems and challenges involved in the upkeep of the area. It gave us a good insight into the area and was very helpful to understand where you can actually drive and stay on the right side of the law. At the same time it was a bit disheartening to see the evidence

of people driving where they shouldn't be. As we were having a bit of a de-brief at the end of the trip, a group of 4x4s could be seen driving along a permitted bridleway which runs parallel to a byway. Both tracks were well signposted so there was no excuse for such behaviour. I guess to some people the legal routes are boring compared to the 'more exciting' areas that are only for the military. I hope people like that don't end up spoiling it for everyone else.

We had a great day out made all the better by having an excellent guide who took the worry out of route planning, leaving us free to just enjoy the sights and sounds of the Plain. Thanks Tom!

Yikes!



Who's got the WD40!



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Welding: 1.03

'Rusty Steele-Bitts'



Expert TIG job in stainless steel...

I've chosen to explore TIG welding a little in this article as it follows on so neatly from gas welding in terms of technique. TIG was, I believe, developed specifically for use with stainless steel and really excels at this kind of work. In the photo, part of a stainless steel exhaust system is shown under construction, giving an idea of just how good the results that can be achieved are (the

to really quite thick plate are very respectable. The Argon Gas bottle required will cost a bit more, and usually needs to be rented. It is also different from the Argon mix normally used with a MIG welder. Ask at your local gas supplier for clarification if unsure.

The technique used is much the same as for gas welding. You strike an arc with the tungsten electrode

steel (the copper acts as a flux) however a welding friend of mine suggests instead using rods with a fair amount of stainless steel in them, even if welding mild steel. He explained that they flow much better with TIG (the opposite to how they react with Oxy-Acetylene, where stainless is quite difficult to weld and needs a flux). I've given this idea a try and it certainly greatly improves the quality of the welds! It occurred to me that there may be issues with corrosion with this approach, due to differing metal nobility issues, however I'll have to wait for something to corrode again in order to find out.

The major advantage with TIG is the localised nature of the heat produced (compared with gas) and therefore distortion of the panels being welded is greatly reduced. The amperage at which you can weld is also very low, I do most of my sheet steel work at about

"The welder told me he had his eyes shut, just imagine the quality of the job if he'd been looking what he was doing!"

welder in this instance told me that this wasn't his best work, as his self-darkening visor wasn't working properly, he did it with his eyes shut in fact! Just imagine the quality of the job if he'd been looking at what he was doing!) A cheap TIG set will cost relatively little second hand, as I said in my first article, mine cost just £50 and the results welding up

on the handset, providing the heat source to melt the metal, while at the same time feeding a rod in to take up any gaps with your other hand, the resultant weld being very clean, only requiring minimal dressing to disappear completely. At this point, I would have said that the rods used for gas and TIG are the same, copper coated mild

30 amps, my scratch-start TIG has only a very short duty-cycle but nevertheless I can weld for a very long time at this amperage without difficulty. TIG, like gas, is also very benign to do, there being little discernible release of sparks from the job. The whole experience is quite relaxing for someone used to the MIG welder! TIG does however prefer to be done upright, I personally find getting good results from TIG welding a chassis while under the vehicle quite difficult.

Another good purchase for the potential TIG welder is a self-darkening visor. This has a clear panel when not welding, so you can see what you're doing when

Welding a dumb iron.

Top of the rusty pile this issue are my front dumb irons, so I'll throw a couple of new ones on! Dumb irons look rubbish when patched and can be seriously weakened, so it's really not worth trying to repair the originals in my opinion. Please be aware that it is not a good idea to cut any corners here at all in the welding, a poor job WILL come back to haunt you, or even the next owner of your Series 2 eventually. Parting company with your front axle at speed would be bad news for you and all around you, so any rot encountered must be properly removed. If in doubt, cut it out!



Stainless rods with copper coated steel underneath, for gas or TIG...

arranging the job and getting into position to weld, only darkening when an arc is struck. This isn't an essential item but it makes the job a million times easier, do beware though that some of the cheaper ones aren't all that reliable and may lighten without warning, with dire results for your vision! Try to get a recommendation from a professional welder or buy the best one you can afford...

All in all, although probably best avoided by the novice, an amateur welder with some experience will pick up TIG relatively easy, the kit is cheap and the results are very good.

What's not to like?

Sermon over and back to the job. Firstly, remove your front wings, and preferably your grille panel (dumb irons can be attacked by just chocking the grille panel out of the way, but I think it's much better to remove it to prevent damage to your Series 2's radiator assembly). Next, jack up the vehicle on level ground and put it on stands (identical to each other, as you don't want to introduce any irregularities) placed on the chassis behind the spring hangers on the rear of the front springs. Remove the front wheels and support the weight of the front axle on your trolley jack. Then remove the front springs. You'll find it easier to re-assemble the front end later if you also undo the u-bolts and separate

the axle from the springs. With the springs removed you will now be able to get on with the main event. Firstly decide what type of repair you want to achieve. If you are after a serviceable repair then an overlap job (some replacement dumb irons are made with this in mind) will be ideal, however for a high end, quality job then to butt-weld the new sections is better and will leave an as-original finish, if you're doing it this way then it's better to offset the welds on the top, bottom and sides of the job so that you don't introduce one point of weakness with all the welds neatly lined up.

For this old jalopy however, I'm quite happy to use the overlap approach for the time being as I'm after a quick fix and want to be on the road again within a few days. I can always do a concours job if I ever do a full restoration! Having decided on the type of job, I've bought the relevant repair panels and decided where to cut the chassis. Before cutting, measure everything! Do a visual check first to make sure your chassis isn't suffering from any obvious collision damage, then back that up with measurement. Also, don't cut both dumb irons off at once. I know that's stating the obvious but you'd be surprised the daft things I've seen done! The original iron will act as a jig for the new one. Following that, I've cut the chassis flush with the front of the front crossmember, leaving the radiator mount as intact as possible. Once again, in the grinder I'm armed with a 1mm slitting disk as the tool of choice for this job. Always remember your protective gear when doing this and don't rush the cutting, let the disk cut in its own time or it might shatter and leave you with your face with something nasty embedded in it!

Having removed the old iron, check the chassis very carefully inside and out for corrosion, it may be necessary to cut back further than the repair panel you've bought and fabricate an extra piece in order to be assured of a sound repair. Once happy with the integrity of the remaining chassis, fit



Dumb Iron cut out, note the spirit level - the chassis welder's friend...



You may have to cut out the chassis further than you think...



Both irons replaced: now paint, reassemble and enjoy...

the new dumb iron roughly in place. In addition to measurements you've already taken, it is an excellent idea to refit the front bumper temporarily at this stage. A spirit level placed on top will then tell you how well the bumper lines up with the front crossmember, measure all the while, even if you think you've got it right, you'd be surprised what you can spot by eye if you stand a few feet to one side and look across the chassis! I've often had to trim these repair panels to get a spot on fit, especially where they have a lip which fits on the front crossmember. This in my opinion is best removed first with your slitting disk. Once you are happy that you've got the position perfect (this can often take me longer than the welding itself) then clamp it up.

Weld around the edges of the repair carefully, trying to ensure good penetration, easier to ensure with gas and TIG, rather harder with MIG or arc. Next, weld the original radiator mount to the new dumb iron, if you've done your measuring correctly and used a slitting disk, there should be only the smallest gap between them. At this stage, with the new repair welded all the way around, many people would stop. I prefer to drill some holes through the side rail, where the panels overlap and plug weld both panels together through the holes. I've seen it done many times on the forum, and I've had no trouble with the ones I've done over the years. Once happy with that dumb iron, paint it in whatever way takes your fancy, then move around to the other side and repeat the process.

With the welding complete, you can refit the suspension. Fit the front ends of the front springs first, followed by the rear shackles, then the axle can be manhandled (or womanhandled) back into position (be sure the pins in the centre of the springs line up with the holes in the bottom of the axle). Bolt up your u-bolts and refit the superstructure to the vehicle. Simple.

That's me back on the road... Will have a go at something else next time hopefully!

Chiltern Hills Vintage Rally: May 2015...

Dylan Featherstone



Although I have now owned my Series 2a for 2 1/2 years this was the first time I have attended a car show in it and was really looking forward to it. We arrived before the public opening time on a Sunny but chilly morning to see the club stand already had a good compliment of Series Land Rovers. We parked up next to Paul Mercer's (Beardy Paul) 1966 Marshall Ambulance, complete with correct period details and a full set of stretchers (luckily they weren't needed!)

The club stand was located at the top end of the show field which gave us a good view of the cars entering the show field and was ideal for the viewing public. By the time the show opened to the public we had a packed stand of 13 Land Rovers which was very impressive. I don't think I had seen so many in one place before. Along with Paul's Ambulance we had the full range from truck cabs to station wagons and tilts to completely roofless. The stand consisted mainly of 88" models, but luckily Suzanne brought her very nice 109" truck cab with 3/4 tilt to keep Paul's ambulance company. One of the club members has had his 2a converted to take into account his disability. One of the modifications was an electric button operated clutch which apparently works very well indeed (I think some of us able bodied owners might find the modification helpful at times!)

As the day went by we had quite a lot of people interested in the display on our stand, although I'm not sure if the Land Rovers enticed the people in or it might have been the fact Paul (Mort) was handing out tea and biscuits to everyone who passed by. This hospitality didn't stop with humans but was also

extended to any dogs which happened to wander past. Talking about dogs, well done to Ian & Maria (ian1968) who's dog, Patch, won a rosette in her class at the dog show. I do believe it was for the dog with the waggiest tail!

The rest of the show catered for pretty much everybody's automotive interest from veteran cars complete with wooden wheels to classic motorbikes and American Muscle cars with supercharged V8 engines. There was also the obligatory craft/car stalls and a small auto jumble and food and ice cream vendors.

In all it was a good day out for my first show and it was nice to meet up with some like minded club members. I'm sure, with the interest we had, that we will have recruited some new members to the club which is good. Thanks to Paul Goodwin, the Thames Valley area rep, for organising the club stand, and the hospitality! Roll on next year.



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www.classiclandrover.com

Area Pub Meet Directory...

Pub meets are correct at the time of printing. However, we recommend checking with the Area Representative or contact prior to travelling!

Pub Meet Directory		
Anglia	Ben and Julie Stock	The Fur & Feather Inn, NR13 6SW on the first Tuesday of the month from 8pm and the The Red Lion, CB6 3LD on the first Monday of the month from 8pm.
Borders and North East	Kevin Wood	Pub meets are organised intermittently throughout the year. Telephone Kevin Wood on 07901 734967.
Central Shires	Mark Barnes	email: centralshires@series2club.co.uk
Cymru	Vacant	Meets are organised intermittently check the Series 2 Club forum for news regarding future events.
East Midlands	Sue Tompkin	1st Thursday of the month, From 7.30pm At The Lincolnshire Otter, nr Gainsborough Contact Alex Thorpe on 07791257205
Essex	Malcolm House	The Bricklayers Arms, C07 8SL on the first Thursday of the month from 7.30pm contact Malcolm House and in South Essex:- The Barge, Battlesbridge, SS11 7RE on the First Saturday of the month from 2.30pm. Contact vro@series2club.co.uk / Andy on 07702087115 for further details.
Garden of England	Sean & Hazel Smeeth	The Chequers Inn, Heaverham, TN15 6NP Every second Thursday of the month.
New Forest/Solent	James Williams	Details of pub meets available on the local micro-website at www.series2club.co.uk/newforest
North Wales/Shropshire	Bernie Morris & Diane Whitworth	email: northwales@series2club.co.uk
North West	Simon Bigwood	North West pub meets are held monthly with the exception of May and August which are very busy for me. There are two run in the north, the south, east, west and centre, one on a Saturday and one on a Sunday, both at noon if eating and 13.30 for a short meeting before mutual Land Rover admiration in the car park. Details of each meet can be found on the club website under areas, north west, you can get a newsletter by emailing northwest@series2club.co.uk.
Peak District	Stephen Robinson	The Grouse Inn, Longshaw, Froggatt Edge, S11 7TZ 1st Monday of the month.
North Scotland	Alistair Yule	email: scotland-north@series2club.co.uk
South Scotland	Gene Maxwell	email: scotland-south@series2club.co.uk
Severn Valley	Clive Speaks	Severn Valley pub meets are held at the Yew Tree Inn, Stock Lane, Chaceley Stock, CHACELEY. GL19 4EQ, on the 1st Tuesday of the month any time from 7pm. email: severnvalley@series2club.co.uk Tel: 07578 293283 or 01452 840941 before 9pm.
South West	Clive Withey	Second Wednesday of each month at the Catash Inn, Cary Road, North Cadbury, BA22 7DH from 7.00pm. Last Tuesday of each month at the Thirsty Farmer, Whimble, Devon, EX5 2QQ From 7.00pm. www.thirstyfarmer.co.uk Both meets are posted on the Forum. Ensure you check each month in case of venue change before travelling.
Surrey & Sussex	Paul Leach	email: surreyandsussex@series2club.co.uk
Thames Valley	Paul Goodwin	The Stag, Heath End Road, Flackwell Heath, Bucks, HP10 9ES. 2nd Wednesday each month, from 8:00pm. The Ship Inn, Ashford Hill, Berkshire RG19 8BD 4th Tuesday each month, from 8:00pm. Last Sunday of the month at 9.00am, Aston Clinton Coffee 108 London Rd, Aston Clinton, Aylesbury HP22 5HS
West Midlands	Andy Parker	The Burnt Post, CV3 6AW on the third Thursday of the month from 8pm. The Lock Inn, Wolverley Road (B4189), Wolverley, Kidderminster, Worcestershire, DY10 3RN on the second Tuesday of each month from 7.30pm onwards.
Yorkshire	Gordon Lowe	Green Dragon, DL8 2HA check with Gordon Lowe before travelling and the Molescroft Inn, HU17 7EG on the second Wednesday of the month from 7.30pm. Tel: 01469 560166

Club Shop...

Please send all clothing and memorabilia orders, including a contact telephone number to The Series 2 Club Ltd, BM 7035, London, WC1N 3XX and make cheques payable to 'The Series 2 Club Ltd'.

Prices are inclusive of Postage but for larger orders a discount on P+P may be available. For overseas orders please contact the shop for P+P. Larger clothing sizes available on request. For size chart, e-mail shop@series2club.co.uk

It is also possible to pay via paypal to our account: shop@series2club.co.uk. To confirm pricing- please email to shop@series2club.co.uk

Remember, we also offer personalised embroidery of any item for £3.50, so why not have you name and member number added to your overalls and be the envy of the next workshop meet?

Clothing...

T-Shirts

100% cotton T-Shirt with embroidered Series 2 Club logo on chest.

Mens £12.50

Colours: Bottle Green, Prairie Dust, Black

Sizes: S,M,L,XL,XXL

Womens £12.50

Colours: Heather Grey, Black

Sizes: 8,10,12,14,16

Kids £10

Dark Green, Light Green (please contact shop)

Sizes: S,M,L,XL



Hooded Sweatshirts

Medium weight hooded sweatshirt with embroidered Series 2 Club logo.

Adults £24.00

Colours: Green

Sizes: XS,S,M,L,XL,XXL

Kids £17.50

Colours: Green

Sizes: S,M,L,XL



Club Sweatshirts

Colour: Green

Sizes: S,M,L,XL,XXL £20.00



Fleeces

From the Regatta professional range featuring Symmetry Material.



Womens £25.00

Colours: Green, Black, Red

Sizes: 10,12,14,16,18,20



Mens £25.00

Colours: Green, Black

Sizes: XS,S,M,L,XL,XXL, ,3XL

Softshell Jacket

Regatta Hydro force 3 layer Softshell. Lightweight mid layer, water repellent, wind resistant and fleece lined. Ideal during an autumn shower or as layering during a cold winter day.

Regatta Sandstorm Workwear Softshell, hardwearing fabric makes it ideal for the rugged demands of a Land Rover. Water repellent, wind resistant, fleece lined and featuring Durazone overlays. *This is a special order item and delivery will take up to 14 days from receipt of order.*

Mens £45.00

Colours: Black/black, red/black

Sizes: S,M,L,XL

Womens £45.00

Colours: Black/black, red/black

Sizes: 10,12,14,16,18



Polo Shirts

Polo Shirts with embroidered Series 2 Club logo on chest £15.50

Colours: Green, Grey, Black

Sizes: S,M,L,XL,XXL





Overalls Dickies overalls featuring an array of useful pockets, ideal for personalisation. £30.00 - S,M,L,XL

Memorabilia...

Brass Rad badge £8.50
Ice Scraper £2.00
Key Rings (both types) £5.50
Bottle Opener £3.50
Stickers £2.20



Cap
£10.00 - one size fits all (waterproof)

The very popular Series 2 Club 'Built 2 Last' aluminium Pressed badge (fits under or over the Land Rover Birmingham/Solihull badge and is riveted to the vehicle). Only £16 delivered and available from the Club Shop!



Club Special Offer...

Richard Allin

The club has managed to procure a limited number of new, old stock Land Rover steering relays, these are genuine items which are priced at £145 inclusive of postage.

This offer is strictly limited to club members only.

If you would like to order one, please contact Richard at: advertising@series2club.co.uk



Scottish Camping Weekend, May 2015...

Alistair Yule



After several months of organising, Scotland North and Scotland South met up just outside Brig O'Turk for a camping weekend and off-road driving.

Three vehicles and their passengers made their way from Udny, Aberdeen and Auchenclea travelling cross country to meet up with others from Glasgow, Edinburgh and Bedford, England!

The campsite had been levelled earlier that week by a mix of highland cattle and the odd pig, finding a level pitch for the tents was interesting. There were several caravans, a Series II ambulance and ground and roof tents – surrounding a communal tent and BBQ. Despite the rain and cool breeze, the group managed to host a BBQ on the Friday and Saturday evening, later resorting to huddling around the BBQ and the brazier to keep warm.

On Saturday morning the weather had improved dramatically with clear views of the hills and the promise of blue skies. The group headed from base, off-road down a forestry track towards Aberfoyle to stop for provisions. From Aberfoyle

we headed south, picking up the Forest Drive and on into the surrounding area.

The tracks were gravel and driving through the woodlands gave the group superb panoramic views of the Trossachs.

After driving for a couple of hours the vehicles were covered in dust – and a requisite 'water-section' was found for cleaning off the dust, unfortunately the first vehicle wasn't so lucky and managed to get stuck.

Alan, recently qualified as a Sea Captain, was determined to put

his new Certificate to good use by testing his vehicle. Only problem was the water was just too deep!

Being well equipped, the ropes were hauled out and attached to the front tow-ball. Unfortunately the nylon rope floated away and had to be weighed down by a pulley. A bit of teamwork came into the play and eventually pulled Capt. Alan and his vehicle ashore.

On Day 1 the group drove 27 miles off-road, with many thanks to Gene Maxwell for organising it through the Forestry Commission.



Alan discovered that this section wasn't really navigable...



The team returned to Base Camp for dinner. However the ordeal from the 'water-section' was not over, and as the vehicles rolled into Base Camp they had to come to the rescue again. A bucket of oil and water was drained from the gearbox and 3 pints of gear oil was found and administered and no damage done from its submersion.

Day 2 – Glen Finglas

A mountain track educational

day had been organised by Gene with the Woodland Trust, Scotland. With the group starting from the Glen Finglas Visitor Gateway to gain an overview of the work that the Trust is undertaking to regenerate the ancient woodlands and a 'forest in the making'.

From the centre, the team drove up a private gravel track which ran along the side of the reservoir and wound up the side of Meall

Cala. The tracks were a little more challenging than Day 1 with several steep ascents and descents. There was much use of low range being called for, the Series II Ambulance proved more than capable off-road.

The team reached the summit of the track and stopped to admire the views at 1978ft above sea level!

From this point on it was a meandering descent down to the reservoir with a series of hairpins that the LWB and the Ambulance managed with no 'shunts' required.

The track culminated with a drive through a ford to end what had been a great day of driving through stunning scenery.

Team members for the two day adventures included: Alan and Heather, Seamus and Ceara, Campbell and Ian, Alan, Fiona and son, Ewan and Gail, Ross and partner, Gene (Scotland South organiser) and Alistair (Scotland North organiser) and Hayley.

Note that the 2 days were on private tracks with permission gained from the relevant owners.



Annual General Meeting of the Series 2 Club Ltd...

August 6th 2015 8pm at Fakenham Racecourse, Prince of Wales Suite

1. To Receive apologies for absence
2. To approve the Minutes of the 2014 Annual General Meeting of the Company
3. To deal with matters arising from those minutes
4. To receive the accounts
5. To appoint Messrs James Stewart and Company Chartered Accountants, as accountants of the Company and to authorise the Directors to fix their remuneration
6. To receive the document dealing with the Club's Officer Reports for the past year
7. Vote on any resolution/rule changes - None
8. To accept resignations and to appoint Directors, Club Officers and Area Organisers.
The following have resigned through the course of the year or announced their intention to stand down at the AGM:
 - 8.1 Directors - Helen Lippitt, Sean Smeeth, Hazel Smeeth, Karin Quarrie, Avril Arbuckle, Dan Clements, Stuart Abram, Chris Gregson, Alan Jones, Gene Maxwell.
 - 8.2 Club Officers – Hazel Smeeth (Club Secretary), Simon Barden (Treasurer),
 - 8.3 Area Reps - Len Smyth (Area Rep Australia & New Zealand)
- 8.4 The following are seeking election onto the Board as a Director:
 - 8.4.1 Eric Leuzinger
 - 8.4.2 Dan Clements
 - 8.4.3 Brian Clements
 - 8.4.4 Alex Bywaters
 - 8.4.5 Mark Barnes
 - 8.4.6 Gene Maxwell
 - 8.4.7 David Brodie
 - 8.4.8 Richard Allin
- 8.5 The following are seeking re-election or election as a Club Officer:
 - 8.5.1 Karin Quarrie is seeking re-election or Eric Leuzinger is seeking election to the role of Areas Manager
 - 8.5.2 Avril Arbuckle re-election to the role of Vehicle Database Officer
 - 8.5.3 Dean Groves election to the role of Technical Officer (confirmation following co-option)
 - 8.5.4 Ondrej Pavelka election to the role of Treasurer
- 8.6 The following are seeking re-election or election as an Area Rep:
 - 8.6.1 Paul Goodwin election as Area Rep for Thames Valley (confirmation following co-option)
 - 8.6.2 Clive & Karina Speaks election as Area Reps for Severn Valley (confirmation following co-option)
 - 8.6.3 Malcolm House election as Area Rep for Essex (confirmation following co-option)
 - 8.6.4 Mark Barnes election as Area Rep for Central Shires (confirmation following co-option)
 - 8.6.5 Peter Mercer election as Area Rep for Australia & New Zealand (confirmation following co-option)
 - 8.6.6 Sue Tompkin election as Area Rep for East Midlands (confirmation following co-option)
 - 8.6.7 Kev Wood re-election as Area Rep for Borders
 - 8.6.8 Sean & Hazel Smeeth re-election as Area Reps for Garden of England
 - 8.6.9 Stephen Robinson re-election as Area Rep for Peak District
 - 8.6.10 South Wales Area Rep (if an application is received)
 - 8.6.11 North West Area Rep (if an application is received)
9. To receive information about the 2016 International Rally and AGM
10. To conduct A.O.B (Items for A.O.B must be received in writing to the Club address – Series 2 Club, PO Box 7720, WELLINGBOROUGH, NN8 9HE no later than 14 days prior to the date of the AGM)

Series 2 Club Ltd. PROXY VOTING FORM 2015 for AGM



I/WE _____

of _____

Membership number _____

being a member of the above mentioned Company hereby appoint
_____ of

or failing him/her, the Chairman of the meeting as my/our proxy to vote on my/our behalf at the Annual General Meeting of the Company to be held on Thursday 6th August 2014 commencing 8:00pm at Fakenham Racecourse (Prince of Wales Suite), Fakenham NR21 7NY and at any adjournment thereof. This form is to be issued in respect of the Resolutions mentioned below as follows (the numbering follows the numbering of the Agenda items).

Please cross out those which do not apply, leaving your choice of vote.

Resolution 2	FOR/AGAINST/ABSTAIN	Resolution 8.5.4	FOR/AGAINST/ABSTAIN
Resolution 5	FOR/AGAINST/ABSTAIN	Resolution 8.6.1	FOR/AGAINST/ABSTAIN
Resolution 8.4.1	FOR/AGAINST/ABSTAIN	Resolution 8.6.2	FOR/AGAINST/ABSTAIN
Resolution 8.4.2	FOR/AGAINST/ABSTAIN	Resolution 8.6.3	FOR/AGAINST/ABSTAIN
Resolution 8.4.3	FOR/AGAINST/ABSTAIN	Resolution 8.6.4	FOR/AGAINST/ABSTAIN
Resolution 8.4.4	FOR/AGAINST/ABSTAIN	Resolution 8.6.5	FOR/AGAINST/ABSTAIN
Resolution 8.4.5	FOR/AGAINST/ABSTAIN	Resolution 8.6.6	FOR/AGAINST/ABSTAIN
Resolution 8.4.6	FOR/AGAINST/ABSTAIN	Resolution 8.6.7	FOR/AGAINST/ABSTAIN
Resolution 8.4.7	FOR/AGAINST/ABSTAIN	Resolution 8.6.8	FOR/AGAINST/ABSTAIN
Resolution 8.4.8	FOR/AGAINST/ABSTAIN	Resolution 8.6.9	FOR/AGAINST/ABSTAIN
Resolution 8.5.1	KARIN/ERIC/ABSTAIN/NEITHER	Resolution 8.6.10	FOR/AGAINST/ABSTAIN
Resolution 8.5.2	FOR/AGAINST/ABSTAIN	Resolution 8.6.11	FOR/AGAINST/ABSTAIN
Resolution 8.5.3	FOR/AGAINST/ABSTAIN		

Unless otherwise instructed the proxy may vote as he/she thinks fit or abstain from voting.

Signed.....

Dated.....

NOTES ON PROXY VOTING

Any member of the Company entitled to attend, speak and vote at the above mentioned meeting may appoint a proxy or proxies to attend, speak and vote instead of that member. A proxy may demand, or join in demanding a poll.

A proxy need not be a member of the Company. If this form is returned without any indication as to how the proxy shall vote, the proxy will be free to vote on any particular matter as he or she thinks fit, or to abstain from voting. Please initial all alterations made to the form.

This form must be deposited not less than 48 hours (8:00pm Tuesday 4th August 2015) before the meeting by posting to the Company at:-

*Series 2 Club
PO Box 7720
WELLINGBOROUGH
NN8 9HE*

Skipton Laning...

Gordon Lowe



A medley of 15 vehicles joined the Series 2 Club for a laning day in March, ranging from organiser John Cramphorn in his 101" Colin Wilkes in a lightweight, Chris Brook in a Series 1 and Mick Outhwaite with his son, William, in the Dormobile.

The 4 lanes, that we have used in previous years were at West Burton, the Redmire Quarry near Leyburn, the Bainbridge section of the Cam High Road and High Lane/Gilbert Lane at Stalling Busk. John introduced us all to a fantastic lane in Wensleydale called Summer Lodge. The bottom section, Scurvy Scar, looked like a field of giant mole hills and the top section was an impressive hillside scramble of 300ft.

We did find snow at the end of the day on Gilbert Lane, John Cramphorn and Mick Outhwaite built a S2C Snowman blocking the track for the following group. After photographing it from all angles the snowman was ceremoniously

'run over'!

After chatting to John over the weekend we are hoping to move the date for this event next year to a warmer month and include a campsite. There are some fantastic lanes around Wensleydale and warmer Spring weekends would be the perfect time to enjoy them.

Thank you to everyone who joined us for the day at Skipton.



Lunch time at Redmire Moor disused lead mines...

Surrey & Sussex Update...

Paul Leach



Our last run out in April, starting at Newlands Corner in Guildford, took us through Godalming onto Midhurst and then to Chichester Marina as a finish point. Great to meet up with some new members for the first time.

Some dates for your diaries: 15th Aug will see Capel Classic Car Show, with over 500 classic cars on show. On

the 29th – 31st Aug is the Festival of Transport, Hellingly, in East Sussex: www.EHVC.co.uk The 11th Sept is of course the Goodwood Revival, well worth a visit. Entry to the Classic Car Park area is free and a day out in itself. On the 4th Oct is the Land Rover London to Brighton. This has run for the last two years, 20 members and their vehicles

made it last year. Not really designed as a Classic Land Rover event, it caters more for newer models but happy to arrange again if the demand is there. 11th Oct is Tilford Rural Life Land Rover Day. A lovely day, and a perfect way to round off the show season!

Paul

North West Update...

Simon Bigwood

Club members from the North West Area have continued to support the monthly pub meets. The April Pub meet was at the Hesketh Arms in Rufford. There was a really good turn out with 30 members attending and 8 Land Rovers, included in the group was Mike and Carol Buss' "Vehicle of the Month" it is really interesting to see the before and after photographs.

May was a very busy month with both the Chipping Steam Fair, which was over the weekend of 23rd to 25th May, and a fantastic turnout of 50 Land Rovers for Heskin Steam Fair during the very wet Bank Holiday weekend.

Preparations are underway for the long trip to the International in Norfolk, and we are looking forward to meeting members from the different areas.

We are also joining forces with North Wales and Shropshire for their Camping Weekend on the 10th/13th July 2015 – at Neuadd Owen Hall, St Asaph, North Wales. This is a fun family weekend. Events during the weekend include Scenic drive, BBQ and Gymkhana. Lovely flat field with shower and catering facilities, sorry no hook ups.

Simon

Essex Update...

Malcolm House

What a great weekend to see the guys enjoying the weather and their Series 2s.

This was my first time and Andy Block and Vic Smith both told me it's a great event and they were not wrong there.

So many different attractions from steam engines, Tractors, military, classic cars, industrial vehicles, fire engines, bikes it was a great weekend for all. The gang's only disappointment was when Andy told me that at your first

event you are supposed bring the cakes, however in my defence he told us after we arrived, Vaughan was slightly upset by this but Linda my beloved promised to bring them next time and make up for it. I think there was a little smile... Myself and a couple of guys came for the day but I can guarantee I will be there for the whole weekend next year, book me in lads! There was some great diverse conversations going not just about Series 2s but the night's cuisine events from

chilli to sausages and how hard it was to cook mince on a bbq, now there's a challenge!

So a gentle reminder to the Essex guys for your first event: The type is up to you, but be fore-warned... come armed on the cake front!

Malcolm

New Forest and Solent Update...

James Williams

After some positive feedback from last year's event, the New Forest & Solent Area will be hosting a camping weekend at Church Farm, Sixpenny Handley, Wiltshire from Friday 24th – Sunday 26th July. 2015. This is a laid back weekend with only 2 activities, being organised by New Forest & Solent.

Firstly is the informal 'Mad Hatters tea party' on the Friday afternoon/evening, don't forget your hat! Tea will be provided. Members are invited to bring along a cake of their choice. Ideally something a bit different to ensure we don't get two of the same. Suggest attempting to make a cake using primary ingredients based on the first two letters of your postcode! Savouries

& sandwiches are also welcome!

Secondly, there will be an organised Green lane trip onto, in and around Cranborne Chase. This will take place on the Saturday. Limited Numbers only. The lunch stop will be at a local pub.

Lastly, there will be a group BBQ (Series 2 Club funded) on the Saturday night with a Campfire (do bring some wood if you can)

The rest of the time we shall do as we feel which will mainly involve lazing around the campfire, drinking beer and perhaps looking under the bonnet of a few Land Rovers. Members are more than welcome to take themselves off for some gentle green laning along Cranborne Chase. Please

note we have exclusive use of the campsite's Rally Field for this weekend. Booking information and prices will follow shortly. Members also have the option to stay on the main campsite, although this will cost extra.

Rally Field Price: £10.00 per unit per night.

Note: There is a micro brewery in the village.

Please make sure you send me a form to confirm your booking. The form is on the forum thread under events. Else send me a message with your email address and I'll send one over to you.

James

Scotland North Update...

Alistair Yule

Scotland North and Scotland South combined to have a really great weekend of driving in the Trossachs at the end of May. Almost 50 miles of tracks through some of the most beautiful countryside and good weather as well!!! There is a full report with pictures elsewhere in the magazine.

Next on the agenda is our annual

outing to the Oldmeldrum Rally on Sunday August 2nd. It's not too late to be included and anyone interested in coming along please contact Alistair Yule AO Scotland North for full details. Our day starts with breakfast in the workshop and then in convoy the three or four miles to the show. Lots of activity to get the stand erected and a very

enjoyable day talking Land Rover.

Last year we had like minded enthusiasts from as far afield as Australia and New Zealand visit us on the stand.

A barbeque is planned for later in the year - full details to follow.

Alistair

South West Update...

Clive Withey

Our Somerset Borders Pub meet is still at the Catash, six months in a row now and still the same Landlord!! Attendance is great at between 15 and 20 each month. It's on the second Wednesday of each month starting at 7.00pm and the full address is: Catash Inn, Cary Road, North Cadbury, Somerset, BA22 7DH For our March meet we had a wonderful presentation on Richard and Eve Terry's epic 20,000 km journey to Central Asia in a converted 101, this included a slide show, Wonderful food was served as well. I seem to remember stopping after three helpings.

Our Devon meet is ticking along, It is

always held on the last Tuesday of each month at the Thirsty Farmer, Talaton Road, Whimble, EX5 2QQ. The website is www.thirstyfarmer.co.uk

I have been told there is going to be a new Landlord/Lady at this pub so we may be changing the night we have the meet so please do check the forum or give me a call if you are thinking of coming along.

Sam - (SKDOutdoor) organised a Laning day over Exmoor dropping down into Devon on 28th March. We all met at my place for Tea/Coffee before we set off, there was a total of 9 Series 2's along for the laning, one all the way from Bedford. After drinks and a bit of a chat we set off in two groups up onto Exmoor via

Winsford and onto Tarr Stepps where we had lunch before crossing the Ford and heading down into Devon for five or six lanes which took up the whole afternoon. One of the lanes was very narrow and a couple of vehicles came out the other end with slight cosmetic damage but all in all a great day.

All South West events are posted on the Forum, I am more than happy to help and support any events Members would like to organise in the South West. Should you have any queries, please feel free to contact me on: Mobile: 07711 121399 - Landline: 01823 444622 or via e-mail southwest@series2club.co.uk

Clive

Scotland South Update...

Gene Maxwell

So far this year has been fairly quiet, with a few of us turning out alongside SLROC on Green Road Runs, we also met up with our Scotland North colleagues for some camping, socialising and off-roading in May. (See Alistairs fine article). We'll be repeating the "Scottish Get-Together" over the weekend 11-13

September, up in the Trossachs, come for the weekend or just for the day. We've also been invited to attend a Railway Festival to mark the 50th Anniversary of the last trains through Callander over the weekend 25-27 September, looking to recreate a "Station yard" circa 1963, so a chance to dig out some "period" clothing and

be part of the festivities ? Any other ideas take your fancy ? A scenic drive and Sunday Lunch maybe ? Any shows that would benefit from a Club stand ? Always looking for some good ideas !

Gene

Peak District Area Update...

Stephen Robinson

Peak District members have been greenlaning again. We had some newcomers on the trip, all of whom thoroughly enjoyed it. We only had two minor mechanical issues, my front drive flanges sheered off and another member's exhaust fell off. All participants managed to traverse the lanes of the Peak District without

other incident.

This month the local members will be starring in a GLASS funded campaign to highlight the gentleness of vehicle users in the countryside. It is hoped that the short film will show that 4x4 vehicles don't cause damage to the lanes as is often thought.

If any peak members would like

other local members to assist with their weekend repairs and maintainance then please get in touch with me and I will assist with organising a workshop meeting.

Stephen

North Wales Update...

Bernie Morris & Diane Whitworth

May 3rd was the scenic ford crossing and green laning day. It was not very well attended unfortunately but I would like to thank to those who did. We met at the Services just off the A49 near Shrewsbury. We proceeded down back lanes towards Church Stratton crossing a few fords on the way. Norman was following us in a Kia 4WD, but we had a plan, an alternative route for people who were unable to bring their Land Rovers. Lunchtime we stopped at The Plough in Winstanston where Paul Breakwell and his son came up to meet us from Ludlow for a chat. After lunch we carried on to a ford at a nearby river on a short lane and then carried on towards the Long Mynd taking in beautiful Series 2s and countryside fit for the purpose.



We then went past the "Bridges" and ended up doing a lane at Pulverbatch. Chris Hughes just scuffed the rear body capping. The only damage sustained, all in all not a bad day.

Well done to Tom Breakwell from Ludlow Shropshire, who went to the ALRC Nationals at Eastnor Castle in his Series 2a 109 and came back with the Williams Farvis trophy for best preserved 2a Land Rover in regular use. Tom had a great weekend, meeting up with old friends.

May 22nd – 25th saw the Trails and Rails weekend see report for more details.

The June Pub meet saw the usual club members at the Plough Llandegla. July 10th – 13th sees the North Wales camping weekend.

August 7th is the International Rally, so no club meet then.

September 6th 10am will be the Shropshire Meet Event, this is going to be combined with Brimfield Vintage Working Day. The location is just off A456 Tenbury Wells Road, between little Hereford and Burford SY8 4LP.

Paul Breakwell and family are involved with this event, they are Series 2 members and have invited us to the

show. The show opens at 10am but you are welcome to arrive anytime. Just let the organisers know that you are from the Series 2 Club. There will be a lineup of vintage cars and Land Rovers and tractors in the working area. The vintage club does have some rollers and discs which you are welcome to use if you wish as this makes a great working demonstration. If members wish to camp for the weekend we are more than welcome to use their small camping field, which is only 1 mile away from the show ground. There are electric hookups available, showers and toilets. All proceeds of the show go to a nominated charity.

I have decided to change the location of the area pub meet for Shropshire to the Three Pigeons, Nesscliffe, Shrewsbury, SY4 1DB. I think this is more accessible to the local members and easier to get to being just off the A5. Hope this may be a better venue.

If anybody wants a workshop day with practical guidance or a helping hand we can organise a meet for members, just let us know.

Bernie & Diane

Central Shires Update...

Mark Barnes



Hello to you from the Central Shires. Here's a brief review of what has been happening this year in Area 15.

The area meets typically around the middle of the month at a rotating pub venue. The next meets being June and July being both at the same venue on Saturday June 13 and Saturday July 25th at The Waggon And Horses Certificated Site, 19 Church Street, Steeple Morden, Royston Hertfordshire, SG8 0NJ.

Initially I organised the area's pub meets based on geographic dispersal of members with a north, south east & west rotation to avoid excessive commutes and spread the opportunity to attend around the area. Central Shires is rather large and whilst there are good north to south routes, the east to western routes tend to be less formalised. Attendance is on average 10 to 15 people with around 4 Series vehicles in attendance per event. The last event, at the Green man in Lavendon, was well received. Very nice venue, ample parking and by all accounts a very pleasant meal. Superb weather too made the obligatory

car park gathering very enjoyable. Acknowledgements to Fluffle Valve who, as our resident Catering Officer, collated dining requests into a packaged form most venues can digest.

The area pub meets are attended by a solid cohort. It has been suggested that as it is a relatively consistent attendance, that 2016 venues reflect a revised dispersal, reflective of the "pub meet active" members. I have sympathy with the approach. I will table the suggestion on the second "survey monkey" opinion survey I issue to the area's members in the latter part of the year. This time refining the approach to print it off and include it with our hard-copy to our post-only members. The results from the first survey (18 replies out of 48 emails) has proved very useful in guiding thoughts regarding the Area's activities for 2016. Areas of interest (descending) are Pub Meets – way out in front as the most popular, shows, green laning, workshop weekends and informal events sharing very close scores, then meeting up with other areas and bringing up the rear were welding



and spray painting training (I am keeping a watching brief on this with a tame resource) camping and family friendly events being the least popular.

I accept that the sample is small and therefore some interpretative caution is required. However at least the opportunity has been exercised and the responses received published so all can review.

I saw this year really as a "resurrection year" to warm up the area and develop new relationships. 2016 will see more formalisation of the area as we start to move into shows. Once again the survey will be used to list the shows available locally (one of the questions being to identify a preference for national or local shows, with the local shows being more popular) and put it to the vote as to which ones we should have a good crack at.

Green Laning is in the experienced hands of Scum Duggler. Days have been arranged however diary challenges dog attendees to the extent that an active day has not yet been achieved. That said, continued efforts in this area will pay off. Of that I am sure.

I visited Bedford Archive Office to see if local vehicle registrations could be dated adequately to assist the VRO. After initially a promising start from the Registers, locating around 82 Series 2 Land Rovers recorded as being registered in the area, the detailed file cards that should show chassis and engine numbers just did not tie up. Bedford Archives would appear to have suffered from a degree of re-use of registration numbers in the period as well as an acknowledged loss of records. Hence I was unable to successfully tie back a single record. I am hoping that other archives in the Central Shires area are significantly more intact and internally consistent. This will be a continued area of interest until the area is successful.

I would like to thank the area's members for being so welcoming and amenable to suggestions proposed to date. I look forward to offering proposals and receiving your individual and collective feedback to move the area smoothly into 2016. I hope you can see your feedback being used as intended, to guide the area's activities going forward.

Kindest regards,

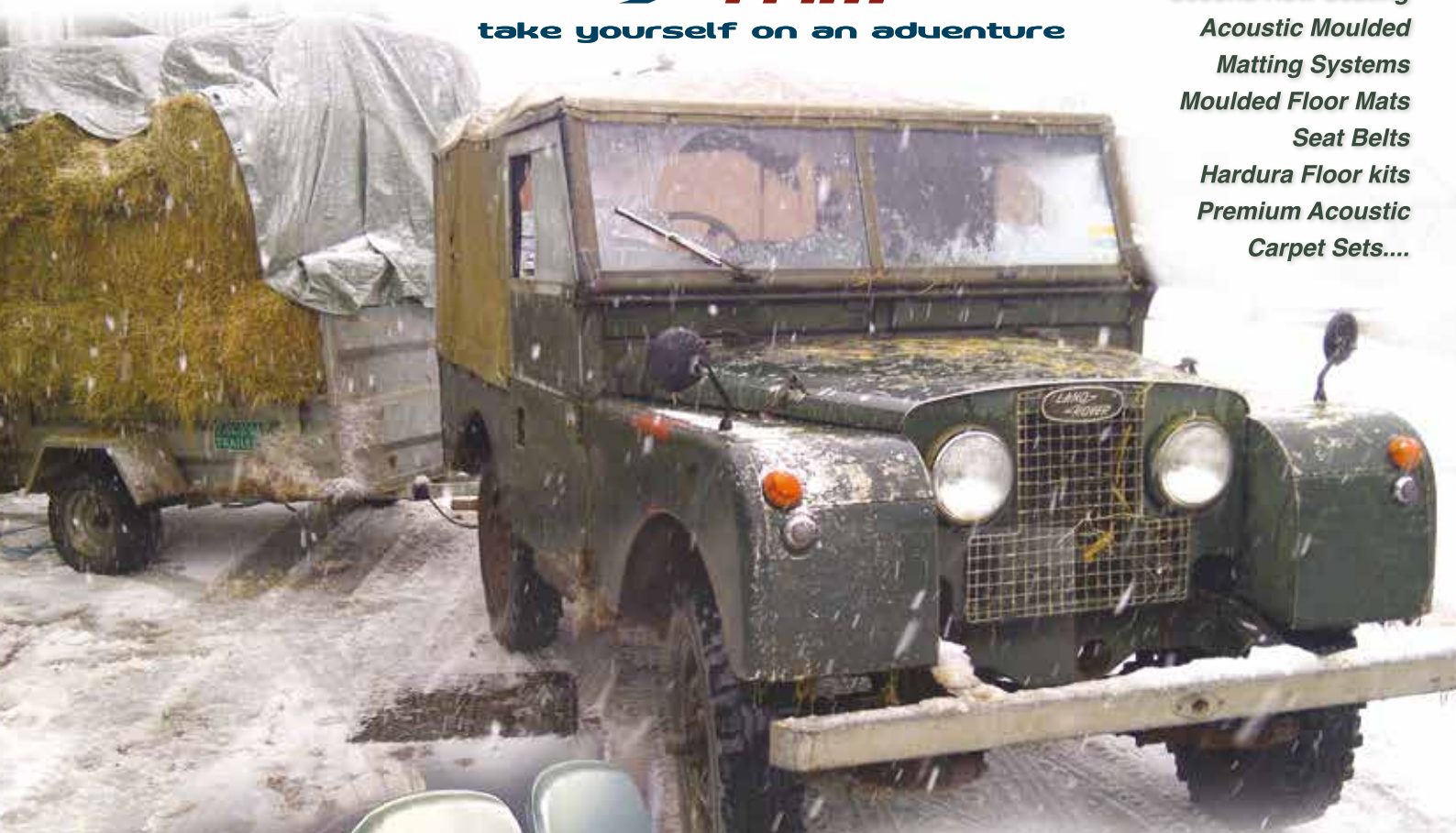
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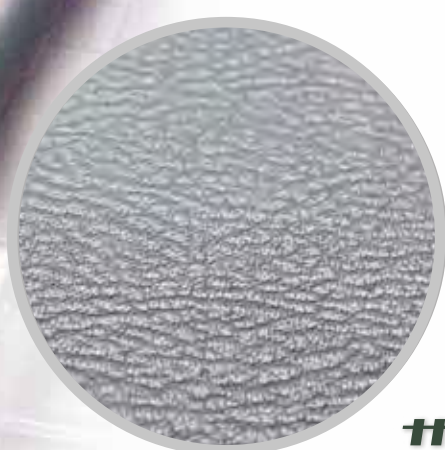
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